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WOMEN TO SEEK HIGH POSITIONS IN POLICE WORK

Berlin Action Looks Toward Complete Handling of Criminal Cases

EXPECT TO IMPROVE STANDARDS FOR MEN

Unenfranchised Groups Appeal for Continued Aid in Winning Suffrage

By MARJORIE SHULER

BERLIN—Small girls as well as small boys will be wanting to grow up to go on the police force if the International Alliance of Women for Suffrage and Equal Citizenship succeeds in its program to make police service for women popular. According to plans outlined at its congress here in Berlin.

Feminists want policewomen to have just as much gold braid and as many brass buttons on their uniforms as are provided for men. They want women to be allowed to handle all kinds of criminal cases involving women and children and not be relegated to mere chaperoneage of young girls in parks or settling disputes involving small boys, windows and rocks.

And most especially they want women on the force to have an opportunity to occupy the "high positions" to which their capacity entitles them and not be kept in subordinate classifications.

Well fitted for tasks

Feminists expect women also to raise standards for men and thereby improve the police service as now constituted. Frau Erika Erkens, in charge of women police of Hamburg, told the congress that men have not always been up to their task and women with good social welfare preparatory training and right attitude toward the task must show them the way. "However," continued Frau Erkens, "this is not possible when women are limited to inferior positions on the force or are scattered throughout the country, a few here and a few there."

The number of women police is steadily increasing and the alliance is concerned that these shall be women of high educational standards and experience in social work, declared Miss Rosé Manus of Holland, chairman of the committee on women police.

The alliance takes the stand that women police recruits should be at least 25 years of age, should have preliminary training from women supplemented later by some coaching by men, should be under the direction of a woman superior.

(Continued on Page 4, Column 2)

CONGRESS-ON-RADIO MEASURE IS FILED

Senator Nye's Bill Seeks \$500,000 Station

WASHINGTON—A bill to put Congressional debates on the radio has been introduced in the Senate. The proposal is for a government-owned and operated radio station, devoting its entire time to national affairs, and is introduced by Senator Nye (R.), Senator from North Dakota.

It is scheduled to come before the Senate Committee on Interstate Commerce, after the summer recess. A \$500,000 station would broadcast public debate in Congress whenever either house determined pending legislation or matters of nationwide concern were of sufficient importance for national attention, as evidenced by a majority vote.

The station would carry talks by federal officials, political debates and campaign speeches in congressional or presidential elections. It would carry proceedings in national conventions. The program would be free from advertising, and open to all parties, or representatives designated by political parties to present views on matters of national concern. The station would be a vehicle for radio-casting for heads of government departments, Mr. Nye's bill would give control of the station to the Secretary of Commerce.

TOWNSEND APPOINTED TRADE COMMISSIONER

By RADIO FROM MONITOR BUREAU

LONDON—Roger Townsend, now in the financial division of the Department of Commerce in Washington, has been appointed United States Trade Commissioner in London and will assume his post about July 1. He succeeds Dr. Frederick E. Lee, who resigned to accept the chair of economics at the University of Illinois.

Before joining the Department of Commerce Mr. Townsend was for several years the London representative of an important American chemical firm and is therefore well informed on problems confronting American exporters in extending their business abroad.

BUCHAREST ANNOUNCES DIPLOMATIC CHANGES

By RADIO FROM MONITOR BUREAU

BUCHAREST—It is expected in official circles that the parliamentary session will be prolonged from July 15 to August 15 to allow the Maniu Government to present laws providing for the autonomy of the postal service and reconstruction.

The regency announces the nomination of Charles Davila, ex-Minister from Warsaw to Washington, in the place of George Cretzeanu, who is transferred to Warsaw.

European Rail Workers Join in Dry Campaign

By RADIO FROM MONITOR BUREAU

Bucharest—The thirteenth annual congress of the International Anti-Alcohol Federation of Railroad Employees opened here with delegates from Bulgaria, Czechoslovakia, Austria, Denmark, Finland, France, Germany, Italy, Sweden, Switzerland, Poland and Yugoslavia.

The federation's aim is total abstinence among railroad employees. Delegates from various countries unanimously expressed the imperative need of an anti-alcoholic campaign from an international standpoint for the purpose of combating poverty throughout Europe.

FILM EXHIBITORS JOIN IN BACKING BROOKHART BILL

Owners of Independent Theaters Protest Acts of Producers

By RADIO FROM MONITOR BUREAU

WASHINGTON—A meeting "in the nature of a public protest" is to be held in Washington on July 2 by independent motion picture exhibitors as a means for focusing attention on the causes for the wholesale closing of independent motion picture theaters.

This announcement was made by Abram P. Myers, president and general counsel of the Allied State Association of Motion Picture Exhibitors.

Mr. Myers' statement, in part, follows: "A special meeting of the board of directors of the Allied States Association of Motion Picture Exhibitors was held at the Blackstone Hotel, Chicago, June 17, to consider measures for the relief of the independent motion picture theater owners who are being rapidly driven out of business by the exorbitant prices now being charged for films and other unfair and oppressive tactics employed by the producers of such films."

"The producers are now so extensively engaged in the exhibition of pictures through owned and affiliated houses that the independent theater owners are no longer treated as customers, but as competitors. In such competition all advantages lie with the producers."

"The upsurging testimony from all parts of the country is to the effect that the independent owners of small and medium sized theaters are losing money due to the high overhead incident to displaying talking pictures and are being forced to sell out to the producers of close their doors. The consensus is that the overwhelming majority cannot survive another season on the present basis."

"It was the unanimous opinion of the directors present and represented the exhibitors should support the bill introduced by Senator Smith W. Brookhart, of Iowa, to prevent the block booking, blind booking and arbitrary allocation of films to producer controlled theaters, and to make exhibitors the system of compulsory arbitration imposed by the producers on the exhibitors as a condition to the leasing of films."

"The exhibitors recognize the force of the argument that industry should be settled within the industry without government interference, but point out that there is no evidence of a willingness on the part of the producers to modify in any degree the conditions under which they are now being forced out of business. As the exhibitors view it, there is nothing in the Brookhart bill that can possibly make matters worse so far as they are concerned, there is much that is calculated, to the exhibitors' benefit, to preserve for the American people the remaining vestige of competition in the motion picture industry."

Spanish Aviators Off for New York

Major Franco and Three Companions Begin Flight by Way of Azores Islands

CARTAGENA, Spain (AP)—Maj. Ramon Franco, celebrated Spanish aviator who flew across the South Atlantic in 1926, took off here June 21 at 4:50 a. m. (10:50 a. m. E. S. T.) for the Azores Islands on the first lap of a flight to New York.

Major Franco took off from Alcazar airfield, near Cartagena, with three companions.

The Spanish fliers are scheduled to make their first stop at the Azores where they should reach by 8:30 a. m. June 22, Madrid time (2:30 a. m. E. S. T.).

Major Franco will spend the day in the Azores. He plans to take off for New York at 6 p. m. June 22 (noon E. S. T.). The flight will be direct to New York if weather conditions are favorable. If not, a stop probably will be made at Halifax, N. S.

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MEXICO GRANTS PERMITS FOR WEB OF AIRWAYS

Four Concessions Covering Routes of 5000 Miles to Open Up Many Sections

By RADIO FROM MONITOR BUREAU

MEXICO CITY—Four concessions have been granted by the Ministry of Communications and Public Works for air mail, passenger and freight routes covering upward of 5000 miles. These lines are the longest for which concessions have been granted in this country. They will open up to swift transportation many rich agricultural regions of the Republic and afford several important cities aviation service.

One of these concessions were granted to Fernando N. Gonzalez. One route will be from Mexico City to Tijuana, Lower California, with stops at 12 important cities—Morelia, Guadalajara, Ciudad Guzman, Colima, Manzanillo, Tepic, Mazatlan, Culiacan, Altata, La Paz, Santa Rosalia, Rosario, San Quintan and Ensenada.

The second will link Colima City and Suchiate on the Guatemalan frontier, with landings at Zihuatanejo, Acapulco, Pinotepa, Salina Cruz, Tonala and Tapachula. The third will connect Mexico City with the west coast port and tourist resort of Acapulco.

Permission to operate a mail, passenger and freight airway between the Mexican capital and Ciudad Juarez on the United States border, was issued to Mario Gomez Daza, representing Carlos Alarcon. This line will serve the cities of Queretaro, Celaya, Irapuato, Leon, Lagos, Aguascalientes, Zacatecas, Fresnillo, Nieves, Torreon, Jimenez, Camargo, Chihuahua, Villa Ahumada and Guadalupe.

All these concessions run for 19 years and the Government has stipulated that the concessionaires must construct hangars and regular landing fields at places where stops will be made and which do not have these facilities. The lines must be put into active operation within 90 days.

These lines will use trimotor planes with a capacity of 13 passengers each, it is announced.

King Zog Fosters Church Tolerance in Albanian Rule

Muhammadan King's Message Sent to Congress of Christian Groups

By RADIO FROM MONITOR BUREAU

TIRANA, Albania—King Zog sent a special message to the first congress of Albanian Orthodox churches now being held at Koriza. This reveals an interesting religious situation, the new independent Orthodox Church recently established in Albania having been the work of a predominantly Muhammadan Government in a predominantly Muhammadan land, ruled by a Muhammadan king.

The leading Albanian clergymen behind the movement for forming an independent Albanian church were priests ordained and trained in the United States. Albania, with 200,000 Orthodox, 100,000 Roman Catholics and 500,000 Muhammadans, has no religion.

Sunday has been chosen as a weekly holiday. Complete religious tolerance exists, the Muhammadans and Christians dividing the leading roles in the Cabinet, Royal Council and Parliament.

Most of the Albanian Orthodox Christians are found in the southern part of the country which borders on Greece, speak Greek and heretofore have been under the jurisdiction of the Greek clergy, therefore represent formation of an independent Albanian church and refuses to recognize it.

King Zog says in his message to the church congress that establishment and functioning of the new independent church is purely an internal matter of vital importance to Albania. The present congress is to work out a new constitution for the church and take measures to consolidate the position of the new Synod and church government.

Astronomers Find Three New Bodies in Hurry to Get Away From the Earth

They Are Already 300,000,000,000,000,000 Miles on Their Way and Still Going at Rate of From 3100 to 4900 Miles a Second

BERKELEY, Calif. (AP)—New evidence bearing on the structure of the universe has been laid before the American Association for the Advancement of Science with announcement of a study of three celestial bodies, fainter and more distant than any whose light has ever before been analyzed.

Dr. Milton Humason and Dr. Francis Pease of Mount Wilson Observatory, presented the evidence, which included the measurement of the greatest velocity known in nebulae—4900 miles a second by one of the bodies.

All three bodies are moving away from the earth, the other two at speeds of 4600 and 3100 miles a second. Two are believed to lie in a cluster near the pole of the Milky way, while the third is nearer the earth.

The bodies, analyzed by their spectrum in the great 100-inch reflector of the observatory, are 50,000 light years away from the earth. Each light year is equivalent to about 6,000,000,000 miles.

The significance of the work is thought to lie in the curious relation that, where bodies are moving away from the earth, the more distant they are, the faster they appear to be moving.

This relation has been suggested as a clue to the structure of the universe. The theory is that velocities are illusory and the displacements seen in the spectrum are not actual motions, but distortions in light waves that have traveled enormous distances through space.

The distortions may be due to a curvature of space, predicted by Dr. Einstein in his theory of relativity. Thus, it is thought, further study may show that the universe is closed, exhibiting a finite volume with no boundaries, just as the surface of the earth is closed in two dimensions.

From Canadian Wheat Fields to British Markets



Upper Left—The Pas, From Where Hudson Bay Railway Has Been Extended to Hudson Bay. Upper Right—Remains of Fort Prince of Wales, Opposite Churchill, Terminus of the Line. Lower Left—Temporary Docks at Churchill

THE NEW RAILROAD



at Low Tide. Lower Right—Map Shows Extension of Railway From The Pas to Churchill. Broken Line From Winnipeg to The Pas Shows Railroad Line in Operation.



Courtesy of the Royal Canadian Air Force

BRITISH LIQUOR TOLL FIGURED AT £228,206,000

Methodists Deplore Waste of Vast Sum, Especially in Depressed Times

By RADIO FROM MONITOR BUREAU

LONDON—The Primitive Methodist conference at the concluding session of a week's assembly at Tunstall, Staffordshire, unanimously adopted a resolution expressing regret that during the period of serious industrial depression there should have been expended on intoxicating liquor in the British Isles the colossal sum of £228,206,000 which meant £2 9s. 10d. per capita.

The fact was lamented that from £150,000,000 to £228,206,000 of this drink bill was spent by weekly wage earners, representing about six weeks of their collective labors.

The resolution added: "We are profoundly convinced that could this expenditure be more wisely and usefully made on necessities such as food, clothing and home comforts, it would greatly improve the health and increase the wealth of our national life alike individually, socially and morally."

"With due recognition and full appreciation of the splendid advocacy that has been and is being made in many forms of educational propaganda by our churches collectively and our ministers and officials individually we would urge that increasing vigilance be exercised in relation to applications for new licenses, especially in new housing areas, and definite, well-informed opposition offered."

"We would also urge His Majesty's Government to introduce legislation this year, including the following three points: Local option for England and Wales, control of drink supplying clubs and Sunday closing of liquor bars."

The conference also passed a resolution expressing the opinion that resumption of trade relations with Russia would help restore industrial prosperity and alleviate unemployment.

A resolution proposed by the Rev. G. H. Ireland of Birmingham and carried unanimously urged "raising the school-leaving age to 15 to prevent serious moral deterioration of young people who passed into industry at 14 and failed to find permanent occupation." The conference also advocated that all churches unite in housing schemes for the erection of houses at reasonable rents in crowded areas.

Europe Foresees Way to Security With Firm Economic Foundations

Conference for Organization of Peace Rumored After Coming Meeting to Liquidate War—Problems of Decade Fading Under Conciliatory Moves

By SISLEY HUDDLESTON

PARIS—At the risk of appearing too insistent it is advisable to emphasize the exceptionally important character of the forthcoming international conference. In the long series of European meetings since Versailles it is certainly the most promising. Probably the only diplomatic conference which can properly be compared to it is the abortive Genoa Assembly.

As an observer who attended practically all the earlier conferences which were intended to facilitate the liquidation of the World War, I am bound to state that usually they degenerated into trivial wrangles about division of the spoils. The Allies were rarely in accord among themselves and Germany was never sincerely in accord with the Allies. A disturbing impression of squabbling about minor matters was produced.

But now when real vital and vast problems are on the eve of being solved there is a welcome unanimity on broad issues and it is unlikely that difficulties will seriously arise on details. That is partly because spade work has been done by the committee of experts at Paris and their scheme with its natural consequences found acceptable in advance.

But partly it is because the whole temper of both the Allies and Germany has changed.

Switzerland Tentatively Chosen Therefore, despite overwhelming importance of the subjects on the agenda and the expected incalculable contribution toward final pacification of Europe, this conference, provisionally fixed for mid-July in Switzerland, will doubtless be exempt from those dramatic elements of surprise and suspense that marked most of its predecessors.

Results appear almost a foregone conclusion. Statesmen will meet not to dispute but to register their agreement. Interests of the gathering will lie rather in positive accomplishments than in negative conflicts.

If everything goes as well as anticipated the Ministers should not take long in settling tremendous questions that have defied them for 10 years—reparations, cessation of Rhineland occupation, and of implied ratification by France of debt accords.

They should agree about the international bank and other machinery, even though subsequent technical working out of recommendations and experts will take time. These enormous issues should produce no dissension. The way has been adequately prepared and the Swiss party should resemble a somewhat solemn picnic.

Quick Agreement Expected Thus the final stage of European readjustment is likely to be peaceful and pleasant. It is likely to be rapid for the present estimate is that the proceedings will not last more than a fortnight. It will doubtless be a well-fitted fortnight, but strenuous (Continued on Page 3, Column 3)

Indiana Lad Flies Model Plane for New Record Time

Up 10 Min. 30.4-10 Sec. at Second Annual Contest—Lake St. Clair Engulfs Rival Machine

By RADIO FROM MONITOR BUREAU

DETROIT, Mich.—A swarm of gigantic bees, of strange shapes and colors, soared and sailed, buzzed and clattered over the hot level plain of Selfridge Field while eager youths, intent upon world's records and a trip to Europe, pursued them across the airport, over near-by fences and through fields and farm yards.

The boys were the 200 or more contestants in the second annual national contest of the Airplane Model League of America, flying the planes they built themselves, in many cases from original designs during the last 12 months.

Honors of the first day went to Donald C. Burnham, 14, of West Lafayette, Ind., who established a new outdoor record of 10m. 30.4-10s. This flight was made with a 20-inch tractor plane and shatters the mark of Robert J. Jaro of Chicago of 10m. 14.4-10s. made some time ago.

Second best flight was made by Herbert Dorsey of Washington, D. C., whose plane remained in the air 10 minutes. The best average of the day was established by the Chicago delegation. Indoor trials are next on the program.

Young Dorsey's plane was clocked for 10 minutes, but actually flew longer as it was shooting out over Lake St. Clair when it disappeared from sight, leaving Dorsey and his eager timers standing on the lake shore. He was unable to continue competition because he had but one plane.

Donald Sheldahl of Providence, R. I., flew his plane 37.4 seconds; Ernest McCoy of Detroit, 36.5 seconds; Edward Patruska of Cleveland, 31.4 seconds; Gilbert Wood of Providence, R. I., 27.5 seconds.

Other contestants were strung out downward. Ray Shepperd of Hilo, Hawaii, who entered the tournament with a brilliant wreath of flowers about his neck, scored 17.4 seconds. Flying conditions were perfect, the wind varying between seven and eight miles an hour and a brilliant sun shone. More than 2000 witnessed the flights. Contestants are competing for the national outdoor trophy formerly known as the Mulvihill trophy; a cash award of \$200 and a trip to Europe.

Representing the New England States is Miss Ora Louise Hall of Providence, R. I., and to Miss Hall goes the distinction of being the only girl entered. She won by defeating her twin brother, Gerald.

DAWES TO ATTEND DINNER LONDON (AP)—Ambassador Charles G. Dawes has accepted the invitation of the Empire Council of the British Empire Service League to attend the dinner to overseas delegates June 25 at its biennial conference. The Prince of Wales will preside.

NEW HUDSON BAY LINE OPENS UP FRESH COUNTRY

First Sod Turned in 1910, Railway to Churchill Is Finished

By RADIO FROM MONITOR BUREAU

OTTAWA—With the driving this summer of the last spike in the Hudson Bay Railway by George P. Graham, Senator and formerly Minister of Railways and Canals in the Laurier and King governments, and the man who turned the first sod in 1910, one more significant event will have been recorded in the history of Canada's development.

For this new line of steel linking up the East in central Manitoba with the eastern seaboard is far more than simply another spur thrown out by the Canadian National Railways in the wake of agriculture and industry, being symbol and evidence of this young nation's faith in the potential wealth and splendor of its vast northern fastnesses, stretching from the Labrador to Yukon Territory and from the northern fringe of cultivation to the Arctic Ocean, a district popularly thought of as waste land, sparsely inhabited, blighted by frost.

More than half a century ago, however, a few far-sighted leaders began an agitation for a more direct outlet to the sea for prairie products than that afforded by the Great Lakes and the St. Lawrence. These dreams were practical, in investigations and royal commissions, and finally, in spite of stubborn opposition from certain interests, into the commencement of the railroad.

But even then its future completion was problematical. Those who were convinced that the route was impractical, in extravagance and dubbed it "the road to nowhere," succeeded in curtailing operations until, in 1918, they came to a stop and for eight years the rails, which had been laid as far as Kettle Rapids, 332 miles from The Pas, were allowed to rust upon the ground, while (Continued on Page 6, Column 2)

UNIQUE ROCK ART FOUND IN RHODESIA

First Superimposed Specimen Discovered by Prof. Cipriani

By RADIO FROM MONITOR BUREAU

LONDON—The announcement is made of the discovery in Rhodesia of the first ancient rock painting ever found with one picture superimposed upon another by the Italian expedition under Prof. Lidio Cipriani. The earlier picture depicts an Arab typically dressed. The superimposed one shows the existing native races, including the Bushman and Bantus.

The discovery, it is hoped, may throw light upon the long-discussed question of the antiquity of the Arab incursions into South Africa, in connection with the famous ruins at Zimbabwe which show signs of a civilization far advanced from that prevailing among the present native races.

The Zimbabwe ruins are south of the region where Professor Cipriani has been working. By some authorities they have been attributed to very ancient Semitic origin, by others to a Bantus of a much later date when the Arabs were already trading with them from the seacoast.

SIR WILLIAM JOWITT RESIGNS AS LIBERAL

PRESTON, Lancashire, Eng. (AP)—The Daily Post says that Sir William Jowitt, elected to Parliament from this district as a Liberal, but now Attorney-General in the Labor Government, has resigned his seat and will seek re-election for Preston as a Laborite at a by-election.

Councillor W. E. Morris, secretary of the Preston Labor Party, said that Sir William had written a letter to the Liberal Council saying he was resigning.

STEAMSHIP LINE SOLD

WASHINGTON (AP)—The Shipping Board has approved the sale of the Gulf West Mediterranean Line to the Tampa Intercoast Steamship Company of New Orleans, the present managing operators, for the sum of \$350,000, with a guarantee that prescribed service will be maintained for five years.

BRITISH DECIDE TO WITHDRAW RHINE TROOPS

MacDonald Cabinet Includes This Feature in Drawing Up Its Program

RUSSIAN RECOGNITION TO FOLLOW SHORTLY

Government to Take Steps to Ratify Washington 8-Hours Convention

By RADIO FROM MONITOR BUREAU

LONDON—Ramsay MacDonald, British Prime Minister, upon his return by air from Lloesmouth, presided on June 21 at the first meeting of the newly appointed Cabinet, at which the program embodied in the King's speech at the opening of Parliament on July 2 was discussed.

The features to be emphasized in the program, The Christian Science Monitor representative understands, are—in addition to Anglo-American relations—the relief of unemployment and the improvement of relations with Russia and Germany, or as the Government's organ stated facetiously, "Henderson's three R's—Russia, Rhineland and Arbitration."

Regarding unemployment, James H. Thomas, the Lord Privy Seal, who is entrusted with this question, has invited the railway managers to submit proposals for development and reorganization, to which government help may be given by new legislation. The Government is also considering how to fulfill its election promise to investigate the causes of depression in the cotton and other industries, and a series of conferences on this problem have begun at the Board of Trade.

Inquiries also have been addressed to the local authorities of England, Scotland and Wales for schemes of work that can be commenced immediately, also for developing existing training centers if the dominions prove able to absorb an increased number of migrants.

Regarding foreign policy the first steps proposed are the restoration of diplomatic relations with Russia and the withdrawal of British troops from the Rhineland, which Mr. MacDonald has said he will do within the next few weeks, so that the Belgian and French forces may retire simultaneously; also the adherence to the "optional clause" for referring international disputes to arbitration, and the introduction of legislation to implement the government's intention to ratify the Washington eight-hour-day convention. Regarding the last-named measure, the National Union of Manufacturers here have addressed a memorandum to the Government, detailing the conditions expected to be fulfilled.

The convention as now drafted, the Union says, "provides for a number of exceptions, which open various interpretations, so that its result might well be that, while the limits of working hours would be closely adhered to here, other countries would continue to a large extent on their own lower standards."

It asks what steps are being taken to secure that the convention will be interpreted all round on substantially similar lines, and urged that the proposed legislation be circulated before its introduction to Parliament, so that all manufacturers, so that its effect on industry might be gauged.

Japan's Note Is Regarded as Significant at Washington

WASHINGTON (AP)—The progress of the British Prime Minister, Ramsay MacDonald, and the United States Ambassador, Gen. Charles G. Dawes, in their discussion of the naval question in England, has brought that outstanding problem of international relations sharply to the front in Washington, overshadowing even the speculation over the contemplated visit here of the head of the British Government.

Added to the apparent agreement between Mr. MacDonald and General Dawes has come, as a development regarded in official circles here as highly significant, the official communication from Baron Tanaka, Premier of Japan, through the American Embassy at Tokyo, placing his Government on record as ready to support measures looking to a reduction of naval armaments.

Receipt of this communication at the State Department was immediately followed by a conference between the Secretary of State, Henry L. Stimson, and the British Ambassador, Sir Esme Howard, regarding the discussions in England, and the latter called afterward on William E. Borah, chairman of the Senate Foreign Relations Committee.

While the treaty has not yet come into full force, lacking the adherence of Japan, one of the 15 original signatory powers, it has been considered by high American officials for some time to be a logical basis for negotiations for reduction of armaments. Those usually close to the situation now regard the previous linking of the disarmament question with the problem of freedom of the seas as having been definitely shelved for the present, at least, in favor of a settlement first of naval reductions.

SHRUBS That Are Different!

J. HORACE MCFARLAND, noted horticulturist, gives some information on uncommon but easily tended varieties

Tomorrow on the HOME BUILDING AND GARDENING PAGE

CASUALTY LISTS
OF LIQUOR WAR
BEING COMPILEDFederal Agents in Every
State Getting Facts on
Which to Base WorkWASHINGTON—From the office of
William D. Mitchell, Attorney-Gen-
eral, it was stated that a compilation
of the exact number of Federal and
local agents as well as alleged viola-
tors who have been slain in the war
on rum would be compiled.Seymour Lowman, Assistant Sec-
retary of the Treasury, in charge of
prohibition, stated that the number
of Federal casualties is now on record,
but no previous efforts have been
made to enumerate local agents.
Mr. Mitchell's statement, in
part, follows:
"In response to inquiries made of
the Department of Justice by the
press, it was stated that agents of
the department have been instructed
to collect and present such informa-
tion as may be available respecting
the number of federal officers and
state officers who have been killed
while engaged in enforcing federal
or state prohibition laws since the
adoption of the Eighteenth Amend-
ment, and the numbers of persons
engaged in violating said laws, or
suspected of violating them, who
have been killed by federal or state
officers."While the Treasury Department
awaited official reports on the attack
on a Federal Customs boat by rum
vessel off Detroit, the State Depart-
ment kept in touch with the situa-
tion, and prepared to take the matter
up with Canada if the facts warrant.
The situation will remain virtually
unchanged until full information has
been received by the Treasury, which
will immediately hand the facts over
to Henry L. Stimson, Secretary of
State. It was thought that if the re-
ports carried by newspapers of the
affair are correct, extradition pro-
ceedings to bring the crew of the
rum runner back to the United States
are likely to be set on foot. Further-
more the affair may assume an aspect
of international concern in view of
past negotiations between Canada
and the United States on efforts to
stop border rum running.Ontario Police Official
Helps Clean Up BorderTORONTO, Ont. (P)—Alfred Cuddy,
Deputy Commissioner of the Ontario
Provincial Police, is under orders
to proceed to Windsor and make a
report to A. H. Price, Attorney-Gen-
eral, on the crime situation there
which rum-runners have been the prin-
cipal.While the Provincial authorities
maintain that the liquor export busi-
ness brings these men to the Cana-
dian side of the river and that the
Dominion Government is indirectly
responsible for the conditions here,
they claim they have been conduct-
ing campaigns to keep the district
as free as possible from the unde-
sirable element.The deputy commissioner went to
Windsor to investigate the abduction
of the Border Cities Star camera-man
and the carrying of firearms by the
rum-runners while on Canadian ter-
ritory, the Attorney-General also
wants to know more about the recent
shooting episode around Belle Isle
and Amherstburg.Crown Attorney Advises
Searching Canadian BoatsWINDSOR, Ont. (P)—Search of
liquor boats by Canadian officials for
firearms is advocated by James S.
Allan, Crown Attorney, as a means
of combating liquor smuggling.
Mr. Allan advanced his sugges-
tion in opposing release on bail ofTHE
CHRISTIAN SCIENCE
MONITORFounded 1908 by Mary Baker Eddy
An International Daily Newspaper
Published daily except Sundays and
holidays, by The Christian Science Pub-
lishing Society, 107 Palm Street,
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142-144 St. N. 175 Broadway
NEW YORKAlfred J. Woods, wealthy Amherst-
burg dock owner, arrested on a
charge of receiving a camera stolen
by rum runners from a newspaper
photographer they kidnapped last
Tuesday.
Mr. Allan said that liquor runners
are permitted to land unmolested
and unquestioned, while other per-
sons entering the country by ferry
are closely scrutinized. He added
that the gangs now at work are un-
doubtedly the toughest of rumrun-
ners. "Fellows who'll not be fright-
ened by talk, and I think it was men
of this character who were respon-
sible for Tuesday's affair at Am-
herstburg."Washington Gets Details
of Detroit River ShootingDETROIT (P)—Complete details of
the shooting incident in the Detroit
River early Wednesday in which rum-
runners disabled a customs border
patrol speedboat have been for-
warded to Washington by customs
officials. The Treasury Department
will receive the report and turn it
over to the State Department in com-
pliance with a request by Henry L.
Stimson, Secretary of State.
Detroit customs authorities refused
to reveal the nature of the report.
It was understood, however, they did
not dwell heavily on the significance
of the shooting affair as an outstand-
ing event in the enforcement situa-
tion here.
Detroit police inspectors have been
joined to give full co-operation to
federal forces in enforcement mat-
ters arising on the American side of
the river.Sinking of Vestris
Laid to Bilge LeakNaval Architect at Inquiry
Says Pumping Did No Good
—Blames No OneLONDON (P)—Thomas Little, naval
architect of Liverpool, testified June
21 before a court of inquiry into the
sinking of the Lamport & Holt liner
Vestris.
Giving his considered opinion as to
the cause of the sinking, Mr. Little
said there was an unknown leak
which he thought was from a broken
pipe, causing a large leakage into
the bilges and an accumulation of
water in the bunkers.The witness said he made no criti-
cism of anybody, but that these leak-
ages had the effect of pulling those
on board and making them pump out
the tanks, which did not good, and
he thought to some extent influenced
the loss.Michigan Company
to Test Texas Law

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

SAN ANTONIO, Tex.—Texas does
not want Michigan and other states
on board making them pump out the
tanks, which did not good, and he
thought to some extent influenced the
loss.
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not want Michigan and other states
on board making them pump out the
tanks, which did not good, and he
thought to some extent influenced the
loss.

Pudding Stone Inn

One of the difficult things to find near
the city is a quiet, restful place to spend
a week or weekend. Here is twelve
acres of big trees, away from the whir of
the city, is the Pudding Stone. Con-
venient, comfortable and where excellent food
is served. Write for folder. G. N. VIN-
CENT, Boston, N. J.NEW YORK CITY
Modish
ComfortSmart shoes of character
which "Build-in" com-
fort that eliminates foot
conscience.Shug Heel. Roomy Toe
Sizes AAAA to EEE
Up to 10 in lengthMany readers of The Christian
Science Monitor are en-
joying the comfort of
Van-Hart Shoes.VAN-HART
SHOESFITTED BY EXPERTS
7 E. 38th ST. 5th Ave.

A. Sulka & Company

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SILK SHIRTS

Many of our patrons are now favoring
Fine Silk Shirts of Luxurious Quality.
We are showing many Exclusive Silks.

We are pleased to make Sample Shirts and Collars

512 FIFTH AVENUE—AT 43d STREET
LONDON NEW YORK PARIS
27 OLD BOND STREET 2 RUE DE CASTIGLIONEPRESBYTERIANS
ADVISE MERGER
IN MISSION FIELDProtestants Must Work
Together, Speakers
Tell CouncilGreater unity among Protestant
churches, as a means of furthering
their missionary work in foreign
fields, was urged by speakers at the
thirteenth council of the Pan-Pres-
byterian Alliance at its session in Bos-
ton, attended by representatives of
the reformed and Presbyterian
churches from all parts of the world.The Rev. Dr. A. L. Warnshuis of
New York, American secretary of
the International Missionary Council,
stressed the importance of the
movement for union churches in for-
eign fields and the place which this
development occupies in the general
scheme of church unification."For the sake of the larger and
stronger growth of the Christian
churches in Asia, Africa and Latin
America," he said, "the support of
union movements among them is of
such vital importance as to make
the problem involved appear to be
comparatively small," he said."Moreover the development of these
unions in other lands may help to
bring together the divided churches
in Europe and America."

Union Progress Cited

Negotiations for the union of the
South India United Church, the Wes-
leyan Church and the Church of
England in India have progressed to
a point where some of the major dif-
ferences have been agreed upon, Dr.
Warnshuis told the council. The pro-
jected union, he said, would include
Congregational, Presbyterian and
Episcopal elements.The Rev. Dr. Robert Laws of
Edinburgh, who took up the work of
David Livingstone in "darkest Africa,"
recounted the difficulties
which had been overcome in mission
work on that continent during his
half-century of experience in Nyasa-
land and Livingstonia.

Translations Needed

"Some missions," he said, "have
begun work determined to have
nothing to do with education, re-
stricting their work to preaching the
Gospel. Experience in the field has
convinced most that it is absurd to
restrict the evangelization of the
people to foreign missionaries, and
that if natives are to be employed
they must receive instruction for
such work. Then one of the first tasks
of a mission in a new field is to
translate part or the whole of the
Bible into the vernacular. When even
a gospel in translated and printed,
the need of native readers and for
schools to provide such, is demon-
strated and opposition to primary
education at least disappears. More
advanced education may be demanded
as the need for the young Christians
to become leaders is realized.""British and American mission-
aries, so far as I know, are all at
one in seeking to raise up an indi-
vidual, self-supporting, self-govern-
ing and self-extending Christian
church wherever they are at work.
The only difference of opinion is
regarding the time when the com-
plete control may be safely entrusted
to these young churches. This again
largely depends on the previous
civilization, or lack of it, in which
the natives were when the gospel
came to them. The civilization andPan-Presbyterian Heads
in Boston ConventionBoth Sides in Senate and
House Active as Are Oth-
ers InterestedWASHINGTON—The recess of Con-
gress is being used by opposing sides
to prepare for the contest over the
tariff issue when the Senate reas-
sembles late in August. The gen-
eral revision forces, in control of
the Senate Finance Committee and
its subcommittee, are directing hear-
ings on the measure preparatory to
rewriting the House bill in those de-
tails they deem necessary. While the
high tariff group is thus engaged, the
various elements opposing a general
upward boost of rates will prepare
for a determined effort on the Senate
floor to rewrite the measure that
their opponents are expected to send
to the chamber.Leading this movement are the
Progressives of both parties. Several
informal conferences have been held
and at the latest it was determined
to divide into groups, each to make
a special study of a block of sched-
ules. Each sub-group consists of
three or more Senators who are par-
ticularly interested in certain
schedules. Aiding them and the
group as a whole is the People's
Legislative Service and its
research organization established by
the elder Senator La Follette.Borah With the Whittiers
William E. Borah (R.), Senator
from Idaho, while not present at the
most recent conference, is neverthe-
less cordial to its plans and will par-
ticipate in its effort to curb upward
revision. Leaders of the movement
explained that they had no intention
to write a bill of their own. Their
effort to revise the measure
will come in the form of amend-
ments to the bill introduced by
George W. Norris (R.), Senator
from Nebraska, that there is no agree-
ment, at least as yet, on amendments.For instance, Mr. Norris said, he
has not as yet determined whether
he will oppose the proposed changes
of the administrative features in the
Administration measure. Some phases
of these revisions he declared he is
inclined to approve. Also, he said,
he found that some of the group differed
on the merits of certain schedules.However, while there may be dif-
ferences among the group of indi-
vidual items, they are united on the
general thesis that the tariff measure
as passed by the House and as they
expect it to be reported out by the
Senate Finance Committee is "vicious
and extortionate."The group is also united in ad-
vancing as part of the tariff act of
the debenture plan which, with the
support of the Democrats, they suc-
ceeded in writing into the Farm Re-
lief Bill as enacted by the Senate.
Mr. Norris has already renewed this
issue by offering a debenture amend-
ment to the tariff bill and it is the
purpose of the Progressives to raise
the issue again when the tariff bill
comes before the Senate.

Other Forces Also Active

The effort of both sides is not con-
fined to Congress alone. Farm organ-
izations and industrial forces are
conducting a persistent and deter-
mined propaganda on Congress, as
well as the public at large.

The Administration, while keeping

Papal Organ Calls Report
of Mexican Pact PrematureVATICAN CITY (P)—"Premature
optimism" is the headline used by
Osservatore Romano over an article
denying that settlement of the Mexi-
can question already has been
reached.NEW YORK CITY
A New
Electric Fan
CIRCULAR—Indirect circulation!
—Absolutely no draft!
—Cools without chilling!
—Will not disturb papers on
desk!At last . . . here is the modern fan that promises greater comfort
in both summer and winter. So new! So different! Quiet and safe
in operation. Circulates on all sides at once. A truly beautiful piece
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countries means much
more than just tea. It
means gay conversation,
dainty tables, fresh-cut
flowers and of course tra-
ditional English biscuits,
those elegant little cakes
the making of which, in
England, has been for
generations an art. Made
of milk and honey and a
variety of rare flours, enriched with nature's most
delicate flavors and blended with special English pastry
butter, these tasty biscuits have been imported where-
ever civilization reaches high degree. But Americans
need no longer import them; for they are now baked
in America in English ovens with the imported
methods. You buy them at your neighborhood store,
at the same price you have been paying for ordinary
cakes or cookies.

GEORGE WESTON BISCUIT Co., Inc.

NEW YORK WATERTOWN, MASS. TORONTO, CANADA

TARIFF FORCES
UTILIZE RECESS
TO GET IN LINEBoth Sides in Senate and
House Active as Are Oth-
ers InterestedWASHINGTON—The recess of Con-
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Other Forces Also Active

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fined to Congress alone. Farm organ-
izations and industrial forces are
conducting a persistent and deter-
mined propaganda on Congress, as
well as the public at large.

The Administration, while keeping

a more or less hands-off policy, is
making no secret of the fact that
the House bill was far from satisfac-
tory. The President, it is authorita-
tively asserted, while willing to go
further than the agricultural group
which desires to hold the tariff re-
vision practically to farm items, is
nevertheless opposed to any such re-
vamping of the tariff structure such
as approved by the House and in
contemplation by the Senate's Re-
publican leaders.In addition to the strictly impos-
t phases of the tariff bill, Smith W.
Brookhart (R.), Senator from Iowa,
and Carter Glass (D.), Senator from
Virginia, propose to offer amend-
ments, one designed to check stock
speculation by taxing securities held
for less than 60 days, and another
to regulate the profits of industry,
"down to perhaps 5 or 5 1/2 per cent.""Regulation has failed because we
have never regulated profits, one
of these corporations want,"
said Mr. Brookhart. "Such a thing
would settle the question of high
tariff rates at once. I would suggest
an earning of 5 to 5 1/2 per cent per-
haps. If the corporations earned 10
to 15 per cent I would not object to
their accumulating sufficient surplus
to make the 5 per cent secure, and
then I would make the corporations
declare stock dividends, which would
be issued to the Treasury. The stock
would be invested in the business but
the earnings on the stock would go
to the treasury."Place of Cable's
Start Is MarkedCyrus W. Field Home Now
Has Tablet to Record
Eventful MeetingNEW YORK—A bronze tablet has
just been placed by the Gramercy
Park Association at 1 Lexington
Avenue, at the northern border of
Gramercy Park, to mark the site
where for 40 years was the home
of Cyrus West Field and where the
Atlantic cable was originated.Just the other day, the present-day
successor to Mr. Field's transatlantic
electric thread transmitted the 30,000
words of the reparations report in
one message in a few minutes.The lines of the Atlantic Cable, Dr.
John H. Finley, editor of the New
York Times, said in his address at
the unveiling, "have gone out through
all the world and may truly be said
to have gone out from this house
where Cyrus Field first had his
dream of uniting Europe and
America by cable."The Cyrus W. Field tablet is not
the only testimony to the distin-
guished history of Gramercy Park.
The houses in which Samuel J. Tilden
and Edwin Booth lived still look
out upon the little green, as does the
home of the Bigelows and the
Stuyvesants and the Hewitts.

Must Have Subway

Without a subway providing swift
transportation under the congested
Loop streets and terminal facilities for
the street cars whose trips end
down town, we cannot hope for any
worthwhile relief."Transportation property affected
by these bills has a maximum val-
uation of \$261,857,858, according
to the estimates of city authorities.
The surface lines are valued at \$164,
607,858, according to the basis estab-
lished by the 1907 ordinance. The
book value of the elevated lines is
given by city authorities as \$97,250,
000, although they are now asking an
increase in fares on a valuation of
\$160,000,000. The city has a traction
fund of over \$54,000,000 which it can
apply toward municipal participa-
tion in the financing and eventual
purchase of the unified transportation
system.While pleased with the success of
the enabling legislation, Alderman
Frankhauser was disturbed by the
latest decision of the Illinois Su-
preme Court in the motor coach
case, which held that the Legisla-
ture, in establishing the Illinois
Commerce Commission, had divested
the city of all power to control the
use of its streets as far as motor
buses are concerned.

Control Is Issue

"So here is the situation," re-
marked the alderman. "The Legisla-
ture and the Governor enable Chi-Chicago Transit Solution Hailed;
New Laws Pave Way to End TangleConstruction of Subway and Consolidation of Surface,
Elevated and Bus Lines Under 'Home Rule'
Are Features of Improvement PlanSPECIAL FROM MONITOR BUREAU
CHICAGO—Solution of this city's
local transportation problem is at
last made possible by eight bills
passed by the Legislature and
signed by Gov. L. I. Emmerson, it
is declared by E. I. Frankhauser,
alderman. The legislation enables the
city to consolidate its surface, ele-
vated and bus lines and build sub-
ways for a unified traction system
under "home rule.""It is the greatest piece of legisla-
tion in a generation affecting the
welfare of Chicago," asserted Alder-
man Frankhauser, who has been for
many years a leader in the endless
battles to straighten out the traction
tangle. He stated that the next step
would be a meeting of the local
transportation committee of the city
council, of whose subcommittee Mr.
Frankhauser was for several years
chairman, to outline a plan of pro-
cedure."If everything goes smoothly we
should have an ordinance ready to
go on the ballot in November," he
said. "If the voters approve the first
thing to be done will be the building
of a subway through the down-town
district."

Opposition Outspoken

These conditions safeguard the
public interest, he said, and if that
is not enough the people themselves
are the court of last resort, for any
action the City Council takes must
be submitted to referendum, he
added.Opposition to the bills was out-
spoken in some quarters. Among
those who held that they should be
amended so as to further safeguard
the public were Prof. A. R. Hutton,
professor of political science at
Northwestern University, a leader in
the city manager plan movement and
author of several city manager char-
ters and Prof. Paul H. Douglas of the
University of Chicago.

TUNNEL BILL SIGNED

East Boston's long debated vehi-
cle tunnel bill, providing for an
underground passageway beneath
Boston Harbor for motor vehicles,
has been signed by Mayor Malcolm
Nichols, and work will be officially
started Sept. 1, 1929, the Mayor an-
nounced after he had signed the re-
cent legislative act in the presence
of Councilman Donovan and mem-
bers of the Boston Transit Com-
mission. The tunnel, preliminary work
on which is already under way, will
cost \$16,000,000.

Pewter



With all the charm
of early American
and English Services

Pewter is an ancient and honorable
metal, truly aristocratic! Just now it is
decidedly the vogue, and for gifts the
soft, silver-satin gleam of pewter hol-
low-ware is the smart thing. It need
not be polished; it will not tarnish; its
design is ageless.

These reproductions of Early Ameri-
can and English designs are of heavy
gauge pewter and are very popular for
wedding gifts. Designs in the more
modern manner are also very good.
Your selection may be made from a
large group which includes

Sugar and Cream Set (2 styles), Water Pitchers
(2 styles), Fruit and Flower Bowls (3 styles),
Syrup Pitcher and Plate, Candy Compote,
Candlesticks, Ice Tub, Mayonnaise Set,
Beverage Shaker, Crumb Set, Tea Pot,
Waiter (round), Salt and
Pepper Sets.

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ABRAHAM & STRAUS
BROOKLYN

438 Silverware
Street, Central

MORGAN BACKS \$430,000,000 FOOD MERGER PLANS

Fleischmann, Royal Baking
Powder, E. W. Gillett Co.,
Three Principals

NEW YORK (AP)—A plan for the merger of the Fleischmann Company, the Royal Baking Powder Company and E. W. Gillett Company, Ltd., into a \$430,000,000 concern has been sent to stockholders of the companies by J. P. Morgan & Co. Acquisition by separate purchase of the firm of Chase & Sanborn is also part of the plan.

Accompanying copies of the plan mailed to stockholders was a statement saying the boards of directors of the three companies had requested a committee composed of Thomas Corcoran of J. P. Morgan & Co., Max C. Fleischmann, chairman, and Joseph C. Wiltshire, president of the Fleischmann Company, and William Ziegler Jr., chairman of the Royal Baking Powder Company, to prepare the plan for organization of the new holding company for which no name has yet been selected. Organization details of the new company are:

"The new company will have authorized the following share capital:—

"One million shares of cumulative

preferred stock without par value, each issued share of which will be entitled to one vote. The series to be issued in connection with the plan will carry dividends at the rate of \$7 per share a year.

"Twenty million shares of common stock without par value, all of one class, each issued share of which will be entitled to one vote.

"The new company will offer to acquire, on the basis and conditions set forth in the plan, either all, or substantially all, of the assets for the stock of the Fleischmann Company, Royal Baking Powder Company and E. W. Gillett Company, Ltd. The products of the two first mentioned companies are well known. The last named is the largest producer of baking powder in Canada."

The exchange of stock will be on the following basis:

"Two and one-half shares of common stock of the new company for each share of common stock of the Fleischmann Company.

"One share of cumulative preferred stock, Series A, or, at the option of the depositor as provided in the plan, four shares of common stock of the new company for each share of the preferred stock of the Fleischmann Company.

"One share of common stock of the new company for each share of common stock of the Royal Baking Powder Company.

"One share of cumulative preferred stock, Series A, for each share of preferred stock of the Royal Baking Powder Company.

"Ten shares of common stock of the new company for each share of common stock of E. W. Gillett Company, Ltd."

Preservation Work on Durham Castle to Be Energetically Carried Out

Many Notable People Are Supporting the Fund to Repair
What Is Regarded as One of England's Most
Beautiful Buildings

LONDON—One of England's noblest monuments is Durham Castle, but when it was built knowledge of construction and of the nature of the soil underneath its foundations, was not sufficient to guard against certain unfortunate weaknesses which are now in need of urgent correction. It is recognized that any serious damage to this great structure would be a national calamity, and many notable people are engaged in supporting the collection of funds for its repair.

The presidents of the fund are the Duke of Northumberland and Lord Londonderry, whose leadership alone insures a vigorous and careful carrying out of the work and administration of the funds which may be subscribed.

In a letter discussing the work, they say they are beginning the necessary repairs on the river front in the confident expectation that as the work gets fully under way funds will come in. They say: "The £36,000 already subscribed will suffice for a part of this front, but not for any means for the whole of it. It would be lamentable if this section of the work had to be left uncompleted even for a time, thus entailing additional risk and extra expense in the end. When this section is completed, there will remain other problems to

be faced which, as the engineers reports have shown, though not all immediate, are not less serious. The Norman Gallery is temporarily shored, but cannot be left indefinitely; and renewals of roofs, copings, and so forth are urgently needed."

Durham itself is intensely proud of the castle, but unfortunately the depression of the past several years has almost entirely cut off the support of the castle, which is its main support. It is now beginning to show some signs of rehabilitation. There has, therefore, been every reasonable justification for appealing to the whole country, and even more widely, for funds.

LAND IN NEW YORK DONATED AS PARK

NEW YORK—A gift of a plot of ground on the east side of Broadway between 189th and 190th Streets has just been presented to the city to be converted into a public park. The gift was by Charles Webb, husband of the late Gertrude Emily Gordon Webb, who gave along with the property a fund of \$75,000, of which \$25,000 is intended to defray the cost of making the property into a park and the remaining \$50,000 to establish a fund for maintaining.

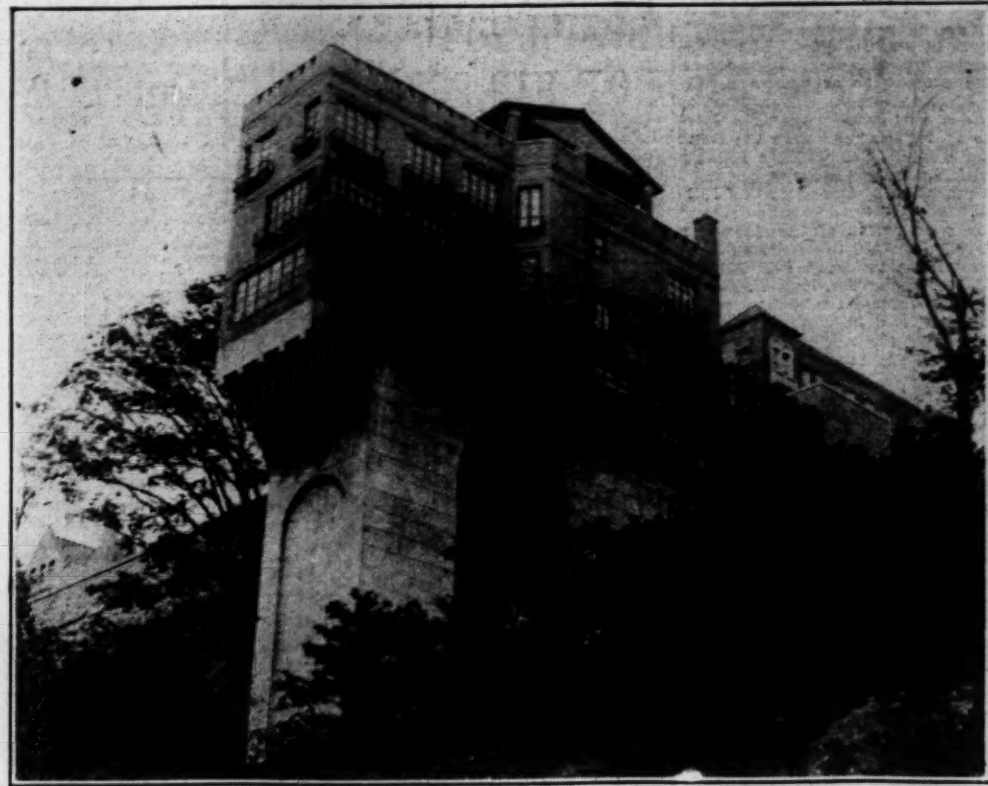
The property lies between Broadway and Wadsworth Terrace, extending 261 feet on Broadway and 252 feet on Wadsworth Terrace.

PAPER TRADE COUNSEL FILES RATE PROTEST

Arguments filed with the Interstate Commerce Commission by Frederick M. Ives, counsel for the New England Paper and Pulp Traffic Association, point to possible disruption of the New England printing and wrapping paper industry should the proposed revision of freight rates in the eastern class-rate investigation become effective.

Under existing arrangements rates which effect the New England paper

Third Floor Back Is Choicest Room



Who Can Say That the Man Who Built This House in New York Had Not Been Reading Scott's of Castles Perched High Up on Some Lofly Crag, of Moats and Drawbridges, Towers and Donjons? Anyhow, He has a

Wonderful View of the Hudson River and of the Palisades on the New Jersey Shore. He Gets a Spawning Breeze in the Summer and Probably Feels No Lack of a Draft for His Boilers in the Winter.

New York House Roosts High Atop Concrete Tower

Rises 125 Feet Above 100-Foot
Cliff on Banks of Hudson
on Riverside Drive

NEW YORK—Perched on the crest of a wooded hill that rises abruptly to the east of Riverside Drive north of 151st Street, there is a house whose occupants have an eagle's view of the Hudson River, the picturesque Palisades of the New Jersey shore and of air traffic over the city and the river on its way to and from aviation fields in the metropolitan area.

Riverside Drive itself, at this location, runs along the top of a steeply sloping cliff that leaps almost perpendicularly from the shore of the Hudson River for more than 100 feet. The result is that the view from the house, which might aptly be called the "eagle's nest," is unobstructed to the west and northwest literally "as far as the eye can see."

At night the lights from the river traffic glow steadily in the darkness, as the large passenger vessels, yachts and small tug-steamers slowly up and down the Hudson. Electric signs from the New Jersey shore make a luminous stretch to the south, and occasionally a brilliantly electric-lit airplane soars like a mammoth firefly in the sky.

The house, which is entirely of brick, rests upon an elaborate foundation of steel, concrete and stucco. It is only about 25 feet wide. The "basement"—in contradistinction of its name—is 125 feet above Riverside Drive. It contains a large drawing room and billiard room, a kitchen, a bathroom, a bedroom, a study, a library, a dining room and two bedrooms. The roof is equipped with a roof garden. On the south side of the basement and first floor are narrow balconies with steel rail and concrete floors.

Originally, the interior walls of the house were finished in plain-finished brick. The house is entirely of brick, rests upon an elaborate foundation of steel, concrete and stucco. It is only about 25 feet wide. The "basement"—in contradistinction of its name—is 125 feet above Riverside Drive. It contains a large drawing room and billiard room, a kitchen, a bathroom, a bedroom, a study, a library, a dining room and two bedrooms. The roof is equipped with a roof garden. On the south side of the basement and first floor are narrow balconies with steel rail and concrete floors.

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German Industries Declare Young Payments Too Heavy

BERLIN—The Federal Union of German Industry has passed a unanimous resolution stating that the annuities under the Young plan exceed Germany's ability to pay.

This resolution is taken as an indication in the coming political conference. This, perhaps, is the reason why it contains no allusion to a reduction in annuities pending removal of foreign economic control.

The sentence in which the union expresses its appreciation of the experts' work for the good of the German people may indicate they, after all, are not unsatisfied at some improvements achieved at Paris.

CRAM'S GLOBES AND ATLASES for Home and Office

A good globe has come to be a necessity in home and office. Visualizing the geography of the world, it answers instantly countless questions that come up in daily reading, study or business, and at the same time, is an attractive and beautiful piece of home or office furniture. For more comprehensive reference, a complete and up-to-date atlas is just as indispensable.

Write for catalog and price lists of Cram Globes and Atlases.

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enable the Lancashire trade to compete more successfully with other countries. Representatives of the 200,000 workers estimated affected, declared at that time that any attempt to reduce wages would be strenuously opposed by all organizations of operatives.

Antivivisection Meeting Broken Up in London

Students Stage What Is Styled
the Worst 'Rag' Seen for
Many Years

LONDON—A delegation of antivivisectionists, headed by the Earl and Countess Tankerville, visited Viscount Byn, the Metropolitan Police Commissioner at Scotland Yard, to protest the breakup of the antivivisection meetings at Caxton Hall by 300 medical students. The police were accused of affording "ineffectual protection." Witnesses testified to several women being kicked and beaten.

Dr. Walter Hadwen, chairman at the annual meeting of the British Union for the Abolition of Vivisection, appeared at Rochester Row Police Station when a number of youths were arraigned on a charge of disorderly conduct. The affair was characterized as the worst "rag" London has known for many years. Police from Scotland Yard were finally called on.

"This scene fills me with hope and triumph because the more anyone tries to muzzle his opponent, the more it is certain that opponent is on the road to victory," declared Mrs. Pinto Leite, the well-known antivivisectionist, to the small remnant left in the hall after the speakers had made a hopeless attempt for two hours to gain a hearing. "Our opponents are afraid," she declared. "They know that after 2000 years of materia medica, disease has not yielded to drugging, and they hope you don't know it. They know too that vested interest is at the root of the opposition to vivisection."

In a statement made subsequently to the press Edmund MacMichael, secretary of the Performing and Captive Animals Defense League, who had occupied the chair after the official chairman, Dr. Hadwen, had departed, said that the real thing to be considered at the present time was the economic position of the medical profession.

"Until medical men are assured of their living," Mr. MacMichael said, "it is bound to be more important than health. The problem before antivivisectionists is to induce the Government to place medical men on the same footing as civil servants. Until this desideratum is reached, all the products of vivisection, such as vaccines and sera, are the chief means by which the medical profession lives. The only way for us antivivisectionists therefore is to arrange a conference between the medical profession, nature curers and the Government with a view of putting the matter on a proper and dignified footing."

MANCHESTER COTTON TO REDUCE WAGES

MANCHESTER, Eng. (AP)—An announcement is made that notices are to be posted by the employers immediately for a 12.52 per cent reduction in wages in the Lancashire cotton spinning industry.

The decision to reduce wages was reached by the Federation of Master Cotton Spinners early this month, the employers declaring that it would

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Don't throw good knives into drawers. Mount Blackley Knife Rack on cupboard or kitchen cabinet. Holds six knives safely. Knives held firmly by rubber compression strip. Will not dull or nick nearest blade. Always handy when you need them. At good dealers or send \$1.00 for knife rack postpaid direct from John N. Lindley, Inc., Orange, N. J.

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"OUR little boy has loved to drop into a store where typewriters are sold and see Corona. The minute you lay eyes on it you will realize why a million people use it—why Roosevelt took one to Africa—why 10,000 Coronas were used in the World War—why more novelists, more newspaper men, more business men, more schools and colleges use Corona than all other portable typewriters put together."

Scores of letters like the above have come to us. They show how easy it is to use Corona. If children too young to hold a pencil can use Corona, anybody can. If elderly people whose handwriting is shaky can use Corona, anybody can.

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If you do not find Chuckles write to Fred W. Amund Co., Chicago, who will have you supplied.

United States Air-Mail Pilots Fly 62,265 Miles Each Day on Schedule

Present Nation-Wide Network of Air Routes Recalls
Brief Trial Flight in 1911 on Long Island—
Coast-to-Coast Service Started 1920

WASHINGTON—The 18-year chronicle of air transport operations in the United States—from the first air-mail demonstration on Long Island in 1911 to the present year when air transport lines are crisscrossing the United States and sending extensions to nearly every corner of the American continent is told in a report to the Commerce Department.

The record reveals the tremendous growth of air transport operations from the first experimental line flying a few short miles to the present 62,265 miles daily in regularly scheduled services.

The first air transport venture in the United States was the week's demonstration of the possibilities of air-mail service in connection with the 1911 Aviation Show at Nassau Boulevard Flying Field, on Long Island. The demonstration was authorized by Postmaster-General Frank H. Hitchcock. Mail from the flying field was flown in a Queen monoplane by Earle Ovington to Mineola where it was dropped near the postoffice, Ovington circling back to the Nassau Boulevard field before landing.

Postmaster Makes Flight
Postmaster-General Hitchcock demonstrated his faith in the possibilities of the new service by making one of the flights to Mineola with Pilot Ovington but it was not to be until seven years later that the first air-mail service was inaugurated in the United States, the record shows.

The first commercial venture in air transport was the seaplane passenger line inaugurated Jan. 1, 1914, between Tampa and St. Petersburg for the benefit of Florida winter resorters. The service was continued for two months the next year and for the same period the next year.

Then the war throttled commercial air transport for four years until the Government began its great air-mail experiment with the inauguration of the New York-Washington air-mail route, with army planes and army pilots, on May 15, 1918.

A year to a day later, the chronicle continues, the first leg of the transcontinental air-mail service was established between Cleveland and Chicago and before the end of 1919,

air-mail planes were flying regularly between Chicago and New York and New York and Washington. Passenger services had also been established between Key West and Havana and Miami and Nassau, in the Bahamas.

Air Routes Extended
The next year, 1920, saw the first rapid development in air transport—the extension of the transcontinental air-mail route to San Francisco, the inauguration of the Seattle-Victoria ship-air mail service, and the beginnings of the St. Louis-Chicago and the Chicago-Twin Cities services.

The dawn of the present air transport era began in 1926. By the end of that year 13 air mail services in addition to the transcontinental routes and two other passenger services—between Detroit and Grand Rapids and Key Largo and Key West—were in operation. Four new air mail routes were added in 1927, while five new passenger routes were put in operation between Los Angeles and San Diego, Cleveland and Buffalo, Los Angeles and Avalon, Louisville and Cleveland, and Los Angeles and Tucson.

The rapid growth of air transport continued in 1928. To date, the report reveals, there are 81 mail, passenger and express services, operated by 39 air transport companies. They fly daily over a total of 62,265 miles, of which 5442 miles are outside the borders of the United States.

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BRITISH RAILWAY LIMITS FOREIGN SHAREHOLDINGS

Buenos Aires Great Southern Follows Others in Blocking Outside Control

LONDON—Joseph C. Wedgwood, labor member of Parliament for Newcastle-under-Lyme, and two lone supporters in his contest in behalf of American and other foreign investors were voted down at the meeting of shareholders of the Buenos Aires Great Southern Railway Company, when a resolution was adopted altering the articles of association.

The changes provide that not more than 20 per cent of the company's shares may be held by or on behalf of persons who are not of British or Argentine nationality or by or on behalf of corporations which are not of British or Argentine origin. Furthermore, the new articles declare that without unanimous consent of the directors no person not British or Argentine will be eligible to become a director of the company. Proxies voted representing £17,752, 720, or roughly 54 per cent of the stock.

"An Important Link"

H. C. Allen, chairman of the company, said the Buenos Aires Great Southern during its 67 years' existence has been "an inestimable benefit not only materially to British industry and Argentine development, but morally and politically as an active, important link in Anglo-Argentine relations."

Since the war, he said, there has been a tendency of various foreign groups to obtain control of British enterprises, especially those operating abroad under the generic term of "utility" undertakings, such as gas, electric light, power, tramways and water companies.

Buenos Aires provides a field for the employment of thousands of British subjects, Mr. Allen said, and added: "Our relations with successive governments have proved how admirably the British and Argentine temperaments intermingle, and with what sympathy and understanding two nations can work together."

In the interests of all, he said, there should be a "continuity of British control and management of the company's affairs, a sentiment which is assured of warm support from public opinion in the Argentine."

No members of the company will be deprived of their power, he declared, nor will their rights be affected in any way, but limits have been set to the outside acquisition of shares.

He concluded by saying that at present foreign shareholdings are negligible and as the company has £23,000,000 of ordinary stock and £13,000,000 preference stock "there is ample margin for foreign investors who wish to acquire an interest in the undertaking."

Follows Precedents

The Buenos Aires Great Southern action follows precedents recently set by several other well known Anglo-American undertakings to insure continuance of control, namely the Buenos Aires and Pacific Railway and the entire Rio Railway.

Arthur S. Wade, financial editor of the Evening Standard, says there is a conflict of opinion in London financial circles as to the advisability of blocking foreign control of companies now under British direction.

"There is no need to recall the case of the General Electric Company," he says, "where foreign shareholders were disfranchised. The Burma Corporation also disfranchised its foreign shareholders. The proposal of the Cordoba Central Railway has the same effect with regard to shareholders or corporations who make their purchases from now on."

"In the two first cases ownership and control is to be definitely separated and many people think that directors who are in favor of this plan are establishing a doctrine which is certainly open to attack."

"In the Cordoba Central and other South American railway cases ownership itself is limited, so that the question of separating ownership and control cannot arise."

"This is also the position with regard to Imperial Airways, which bars foreign shareholders altogether, the Marconi International Marine and Cable and Wireless, Ltd., which limit foreign shareholding to 25 per cent."

Chain Stores Draw Business, Is Claim

Building Owners Association Discusses Subject at Montreal Conference

MONTREAL—Chain stores benefit the progressive merchant through their drawing power to the neighborhood and stimulation to effort, as well as by their acceleration of the rate of failure of the weak and inefficient, according to a paper by Andrew Steers of Seattle, read to the convention here of the Association of Building Owners and Managers of the United States and Canada. A report of a committee of the San Francisco section of the association, which had made a special study, stated, however, that the chain stores were likely to prove a boom-bang, for though they now paid 100

and 110 per cent rentals, the eventual effect of the elimination of numerous small merchants would probably be a lowering of rents.

A. Steers, Chicago, maintained that whether or not the chain stores hurt the small store, they were an economic necessity, and would continue to flourish. They flourished especially in towns of less than 5000 population.

Diesel Motor for Airplanes Proves Success

New Power Plant Marks Aviation Milestone—500 to Be Built Monthly

DETROIT—Large scale production of Diesel airplane motors—a type radically different from existing aircraft engines—is contemplated by the Packard Motor Car Company in a new manufacturing plant nearing completion here. The factory will have a capacity of 500 motors a month.

The new Diesel motor is now practically perfected for aircraft use, according to Packard officials. It was developed by Capt. L. M. Woolson, Packard aeronautical engineer. As the climax of nearly four years of experimenting, Captain Woolson made a non-stop flight from Detroit to Langley Field, Va., in a Diesel-powered airplane, marking an important milestone in the quest for new sources of airplane power.

He covered the 600 miles in six hours and 50 minutes. The motor used "44.68 worth of furnace oil" as compared with \$24 to \$26 worth of gasoline which would have been used by the conventional type of motor, it was said.

The Diesel motor presents many obvious advantages for aircraft use, according to its sponsors, but has not been used hitherto because of its weight. The Packard motor weighs less than three pounds per horsepower. Efficient aircraft gasoline motors weigh approximately 1.7 pounds per horsepower. The weight of the fuel required for a Diesel motor, however, is said to be considerably below that of the conventional type.

High cylinder head temperatures which must be avoided in gasoline engines to prevent fires are no hazard in this new type. The designers also point out that it has been possible to fit the new motor without exhaust stacks or manifolds, thus eliminating difficult design problems. It is of radial type and offers less head resistance than the average radial gasoline engine the engineers claim.

Each of the Diesel's nine cylinders works independently, and the engineers say it is probable four would produce enough power to keep an airplane aloft at low altitudes, minimizing the possibilities of complete engine failure. Since the carburetor system does not depend upon gravity, the motor will operate successfully in any position, they add.

Ignition is furnished by compression of the air charge. Hence there are no high tension electric currents to become short circuited and stop the motion. This also eliminates radio interference, Packard officials say, so that fliers may be guided more safely when running "blind" through fog and thick weather. This feature is regarded of great importance as aircraft are expected to rely more and more upon radio beacons for direction.

One Man to Provide for Delaware's Aged

Offer to Care for All Indigents Over 65 Expected to Cost Fortune Yearly

WILMINGTON, Del.—A citizen of Wilmington, whose name is withheld, has written to a member of the State Mother's Pension Commission and other South American railway cases ownership itself is limited, so that the question of separating ownership and control cannot arise.

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Each of the Diesel's nine cylinders works independently, and the engineers say it is probable four would produce enough power to keep an airplane aloft at low altitudes, minimizing the possibilities of complete engine failure. Since the carburetor system does not depend upon gravity, the motor will operate successfully in any position, they add.

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One Man to Provide for Delaware's Aged

Offer to Care for All Indigents Over 65 Expected to Cost Fortune Yearly

WILMINGTON, Del.—A citizen of Wilmington, whose name is withheld, has written to a member of the State Mother's Pension Commission and other South American railway cases ownership itself is limited, so that the question of separating ownership and control cannot arise.

"This is also the position with regard to Imperial Airways, which bars foreign shareholders altogether, the Marconi International Marine and Cable and Wireless, Ltd., which limit foreign shareholding to 25 per cent."

Chain Stores Draw Business, Is Claim

Building Owners Association Discusses Subject at Montreal Conference

MONTREAL—Chain stores benefit the progressive merchant through their drawing power to the neighborhood and stimulation to effort, as well as by their acceleration of the rate of failure of the weak and inefficient, according to a paper by Andrew Steers of Seattle, read to the convention here of the Association of Building Owners and Managers of the United States and Canada. A report of a committee of the San Francisco section of the association, which had made a special study, stated, however, that the chain stores were likely to prove a boom-bang, for though they now paid 100

and 110 per cent rentals, the eventual effect of the elimination of numerous small merchants would probably be a lowering of rents.

A. Steers, Chicago, maintained that whether or not the chain stores hurt the small store, they were an economic necessity, and would continue to flourish. They flourished especially in towns of less than 5000 population.

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New Power Plant Marks Aviation Milestone—500 to Be Built Monthly

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ALABAMA-COOSA RIVER PROJECT LINKS BIG AREA

Navigation and Flood Control Program Involves 800 Miles of Waterways

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR
MONTGOMERY, Ala. — Industrial and business leaders and outstanding authorities on waterways assembled here recently at the call of Gov. Bibb Graves for a one-day conference on the proposed development of the Coosa and Alabama Rivers which would open up navigation from Rome, Ga., to the Gulf of Mexico at Mobile, Ala., and at the same time increase hydroelectric development and give valuable aid in flood control.

Two surveys have been made of the project, the Cavanaugh survey and the Ferguson survey. "The Ferguson survey," W. P. Lay, president of the Coosa-Alabama River Improvement Association, said, "resulted in the present plans for the improvement of this river for the threefold purpose of navigation, power and the amelioration of floods, and it can safely be said that it was also the introduction of what may now be termed modern river development."

"The Ferguson survey, which was made under the direction of Col. H. B. Ferguson, United States engineer, not only provided the necessary high dams and levees of them to carry navigation over the rapids and at the same time conserve all the water-power possibilities along the rapids, but also provided for the building of large storage reservoirs on the Etowah River, a tributary of the upper Coosa-Alabama, and on the Tallapoosa River, a tributary of the lower Coosa-Alabama."

There would be about 800 miles of navigation from Rome to Mobile except for a series of great rapids about midway, if this project is successfully put into effect, Mr. Lay said. About 200 miles on the upper end of the Coosa-Alabama and about 300 miles of the lower end, he said, navigated by light draft for about 100 years. The original plans of low hill locks and dams would not provide for development of hydroelectric power or for increased flood control, Mr. Lay brought out.

John A. Fox, field representative of the Mississippi Valley Association, said that this project is perhaps the most important in the plan of the association.

Among the other speakers were: W. R. Hines of Chicago, president of the Mississippi Valley Association; R. A. Brown of Birmingham, member of the Board of Inland Waterways Corporation; John D. Waters, man of Mobile, vice president of the association; Theodore Brown of Chicago, president of the American Riverways Association; and Dr. Daniel C. Gilman, president of the American Riverways Association.

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President and Provost Named at Johns Hopkins

E. W. Berry Was Once a Salesman — New President Outlines Policies

Self-Taught Man Is Chosen Provost of Johns Hopkins

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U. S. Hunts World for Immigrants—Agricultural—Not Human—Variety

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Geologic History of Albany District Said to Date Back 200,000,000 Years

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TRACTORS OPEN VAST TERRITORY TO CULTIVATION

Gasoline Puts Arid Soil to Work—Results Listed at Harris Institute

SPECIAL FROM MONITOR BUREAU

CHICAGO—The tractor and the combine have opened up 8,000,000 acres of wheat land which would not have been profitable under old methods, Oliver E. Baker, economic geographer in the Bureau of Agricultural Economics, Washington, reported to the Harris Foundation Institute at the University of Chicago. Gasoline has put arid soil to work.

This enormous expansion of wheat land in the great plains region, however, has caused a decline of profits in the more arable wheat sections. The price of wheat is lower than at any time since the war. Taking the decreased purchasing power of the farmer's dollar into consideration, added Mr. Baker, his bushel of wheat today is probably worth no more than it was in 1896.

The tractor has also unintentionally worked a disadvantage in the South. "The tractor alone," he said, "has released 20,000,000 acres of land formerly required to feed horses and mules but which now support meat and milk animals. Gasoline has been substituted for feed in the North. The land released has been utilized to support animals more efficient in turning food into meat and milk than those of the South. The result has been the undoing of much of the effort for crop diversification in the South, and a return to cotton production."

The large increase in income of the urban population during and since the World War has been of decided help to the farm, Mr. Baker pointed out. American diet has largely changed from the less expensive cereal foods to the more expensive meats and milk. "The recent surplus of agricultural commodities would have been much greater," he noted, "and the depletion much more severe had not this shift in diet occurred."

Exports Increase in Cotton Apparel

Trade, Declares McLaurine, Shows Gain of 18.01 Per Cent Over Last Year

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

CHARLOTTE, N. C.—Exports of cotton wearing apparel during the first quarter of 1929 increased 18.1 per cent over those for the corresponding period of 1928, according to an analysis of preliminary statistics of the Department of Commerce, made by the new uses section of the Cotton Textile Institute, Inc., and reported by W. M. McLaurine, secretary of the American Cotton Manufacturers' Association.

This increase in exports of cotton wearing apparel, he said, represents an even larger gain for this trade, the increase in exports of all kinds of wearing apparel during the first quarter amounting to 14.6 per cent. The total value of exports of wearing apparel during the first three months of 1929 was \$5,232,714, figures show, of which more than one-fourth, or \$1,318,093 represents

the value of exports of cotton wearing apparel.

There were 195,668 dresses, skirts and waists exported in the first quarter of 1929, as compared with 146,500 in the corresponding period of 1928, Mr. McLaurine said.

Thousands Revive Old-Time Scenes in North Carolina

Pageant, Parade and Reception Commemorate 200 Years of Progress in New Bern

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

NEW BERN, N. C.—People of this city were joined by thousands of visitors on the occasion of a pageant commemorating important state and city events. The colonial atmosphere of the 200-year-old town, "The Athens of North Carolina," was revived in the day's program, the costumes of citizens, the historical parade, the window displays and the colonial mansions.

Governor and Mrs. O. Max Gardner were guests. Outriders welcomed them to the city with a salute, then escorted them through the main streets in a century-old carriage. Costumed town criers heralded their approach.

At the mansion where President George Washington was entertained in 1791 they were officially welcomed by Mayor-Elect Tolson, dressed to represent Mayor Leach, who welcomed President Monroe and John C. Calhoun were entertained. Luncheon was served to guests under the famous cypress tree on the river shore, where Washington, General Greene and many other national celebrities had been received.

The parade was reviewed by the official party from the porch of the historic old Emory House, where President Monroe and John C. Calhoun were entertained. Luncheon was served to guests under the famous cypress tree on the river shore, where Washington, General Greene and many other national celebrities had been received.

Open house was kept at old colonial homes, churches and other historic buildings. Besides being interesting from a standpoint of architecture, they contained many priceless relics.

The historical pageant, "New Bern in Historical Review," was an elaborate production in which 1000 actors had costumed parts, depicting the outstanding events in New Bern's history.

WEED OFFICIAL NOVEL IOWA JOB

State Aids Cities to Combat Noxious Growth

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

DES MOINES, Ia.—Land owners in this state must destroy "noxious weeds" growing on their property or on the roads adjacent, according to a new state law. It provides that the township trustees or the town council in cities of less than 5000 people shall appoint a weed commissioner, who will notify owners of weeds should be cut.

If owners neglect to destroy the weeds, the commissioner will hire the work done and the cost will be assessed against the land as a special tax.

PETAIN ELECTED 'IMMORTAL' PARIS (AP)—Marshal Henri Philippe Petain, Commander-in-Chief of the French armies in 1917, was elected June 20 to the French Academy by unanimous vote, filling the gap in military representation in the Academy caused by the passing on of Marshal Foch.

World's First Air Vagabond Arrives at Honolulu on Globe-Girdling Trip

In His Own Tiny Plane, Flies Over Jungle and Mountain, Going Where It Pleases Him, When Fancy Suits, Strange Sights to See

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

HONOLULU, Hawaii—The first round-the-world tourist by air to visit Hawaii spent the day here recently. He was Friedrich-Karl Preller von und zu Warthausen, 23 years old, of Sommershausen Post Rehstetten, Wuertemberg, who left Berlin last September in a low-wing 20-horsepower monoplane, flew by day stages across Europe and Asia to Singapore, took ship to Japan, and spent four weeks there cruising about.

He arrived at Honolulu aboard a steamer and departed the same day for the mainland. On the mainland he will assemble his life plane, cross the North American continent by easy stages in about 12 days, then take a steamer across the Atlantic, and then fly home, reaching there early in August.

Baron Warthausen learned flying at his university. Becoming interested in competition for the Hindenburg Cup, a prize offered by the President of the German Republic for the best long-distance flight by an amateur, he hoped from Berlin to Moscow, a distance of about 1000 miles, nonstop.

While waiting to learn how he had fared in the competitions he cruised further, going to India by way of Persia. After waiting two months in India he was informed that he had been adjudged the winner of the contest and that he had been awarded \$500 as a result. With this money in hand, he decided to continue his way around the world.

About the only baggage the baron carried on his take off from Berlin was a toothbrush. He has no spare parts for his plane, the ship being of such small dimensions that there is no opportunity for loading it with odds and ends of all sorts.

His world cruise is in the nature of a pleasure trip. While en route from Berlin to Singapore he took side trips as he pleased to places that interested him. He consumed 23 flying days in the course of the journey; that is, on 23 days between the time he left Berlin and reached Singapore, he was aloft in his tiny machine.

The plane is a Klemm-Daimler, is powered with a two-cylinder motor, much similar to a motorcycle engine but even smaller. It turns up at a high rate of speed, its energy being transmitted to the propeller through a planetary gear system. The ship cost about \$1800 in American money, weighs 600 pounds and has accommodations for two passengers.

It cruises at about 75 miles an hour under normal conditions, although on one leg of his flight Baron Warthausen covered 1200 miles in 14 hours. It lands at 20 miles an hour and flies 50 miles on a gallon of fuel. While in Honolulu, the baron was the guest of Commander Victor Herberster, United States Navy, commanding the naval air station at Pearl Harbor, and Col. Perry M. Smoot, adjutant-general of Hawaii and chairman of the territorial aeronautical commission.

New Hudson Bay Rail Line to Develop Fresh Territory

(Continued from Page 1)

Session after session of western members in the Dominion Parliament battled valiantly for their pet scheme.

Two Ports Feasible

At last the Government decided to see the matter through. But first a decision must be made as to the relative advantages of the two possible terminal ports, Fort Churchill and Port Nelson. While the latter was 100 miles nearer to the Pas, and the rails had been laid almost as straight as the crow flies to within 50 miles of it, and even a bridge and breakwater built there in advance, it was a port in name only, surrounded by shallows and exposed to the winds.

So Frederick Palmer, an English engineer, was called into consultation, and his report in 1927 decided the Government in favor of Churchill. The following spring building commenced in earnest, the road swinging in a northeasterly direction on its last 154-mile lap and reaching Churchill on a temporary roadbed on March 28 last.

Built Under Difficulties

Probably there is no other railway in the world built under like conditions. Intense cold, blizzards, difficulty of transportation of supplies, absence of bedrock and even firm soil in many localities demanded engineering courage and resourcefulness of the highest order. When the road was completed, trains will run for a third of its entire length over track laid upon muskeg and with nothing but frost for its foundation.

Practically the whole distance from mile 356 to Churchill is made up of muskeg, and in summer, the latter remains permanently frozen from a few inches below the surface to an indeterminate depth. Here the usual drag-line shovels were of no avail, and to get material for grading men with picks and barrows had to peel off the surface layers of moss and peat and build up a temporary embankment. Gravel was laid upon this insecure bed until the whole mass settled down to the permanently frozen peat below.

Track-Laying in Winter

During the winter months, when in this latitude might be reckoned from October to May, track-laying became a comparatively simple process. The snow was cleared off and the rails laid on the frozen tundra by the pioneer or track-laying machine advancing in front of the construction train, the ballast trains following and dumping the gravel between the ties, which were piled up on top of each successive layer as it was deposited. Sometimes as much as a mile a day was made in this way.

But even in winter there were weather conditions to battle with. Paul Reading, a newspaper correspondent, described how he snowed out to mile 492 to see how the railroad was progressing. "It was only 20 below," he wrote, "and a wind of the barrens was howling through the sparse timber and whipping up snowcrystals that cut like a sandblast."

Clad Like Eskimos

"Swaddled up in parkas with their hoods close-drawn, the steel gang looked like many Eskimos as they fumbled with thick leather mittens at the frost-bitten metal. The clank of the spike-mauls seemed to be blotted out by the cold and struck the ear with a thin muffled note like the wind-whisper under foot, yet the wind-whisper under foot rang like a gong beneath my moccasins at every step."

That was in March last and the crews were working at full speed in order to get the last of the rails and supplies in to Churchill before the spring thaw converted the muskeg into swamp. As it happened, they had time to spare. As late as May 6 word came out that the railway was completely blocked by the worst blizzard known in that territory, that the work-trains were snowed in and that now the rail and tractors were being sent to their rescue!

Awaiting Supply Train

In the meantime, the "first inhabitants" of Churchill, conveyed there by aeroplane and by steamer the previous summer, were awaiting the first supply train so that they could begin the process of converting an ancient trading fort in the sub-

Arctic into a thriving ocean port, a destiny to overtake this historic but all forgotten spot on the wild shores of Hudson Bay!

Founded in 1715 by the Hudson Bay Company as a defense against the French in the bitter struggle for the fur trade, Prince of Wales Fort, as it was then called, saw stirring times, including its surrender by Samuel Hearne in 1772 to Admiral de la Perouse. And now the fort, vestiges of the Indians are to be replaced by the grain harvests of the

white and the whisper of the past by the roar of commerce.

Short Haul to Sea

Churchill is the logical result of the clamor of the grain trade for a short haul to sea. Although the distance from Churchill, Montreal and New York to Liverpool are practically the same, the new port is 1000 miles nearer the center of the grain growing area than are the other ports. At present eastbound grain is hauled by rail to the two ports of Port Arthur and Fort William on Lake Superior and travels to seaboard by both rail and water, consuming approximately a month.

While the new route will not alter the length of the western rail haul, distance from Regina, Yorkton and Saskatoon to Churchill being about the same as to the lakehead ports, the elimination of the long inland water haul and three or four transshipments will enable grain to reach the European markets considerably faster and cheaper. The completion of the new Welland Canal, permitting cargoes to move in the same bottoms all the way down to Prescott on the St. Lawrence, or even the deepening of the St. Lawrence down to Montreal, will not materially affect the situation.

Question of "Open Season"

From the beginning the strongest arguments of those opposed to the bay route have been based on the difficulty of navigating the straits, and while many of these arguments have been proved groundless, the present allment is the fifth largest given to any state. Those receiving larger allotments are California, Washington, Oregon and Minnesota, said Mr. Hoar.

While the establishment of national forests is the outstanding achievement of the Government along forestry lines another portion of its program deals with the production of forest trees in nurseries and their distribution to farmers who desire to plant windbreaks, shelter belts, or woodlots. Federal money is offered to each state which maintains a state nursery for the purpose of increasing its output and assisting in its distribution.

Fire Prevention in Forests Aided by Federal Funds

Michigan to Receive \$78,300—Apparatus Designed for Rapid Transportation

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

MILWAUKEE, Wis.—"The Federal Government has allotted \$78,300 to the State of Michigan to be used for the prevention and suppression of forest fires, according to an allotment made here by Crosby A. Hoar, assistant forester of the Lake States District.

"This allotment is in accordance with a plan followed since 1911, under which the Federal Government offers assistance to the States in fire control. The allotment is based partly upon the estimated cost of adequate protection for the State and partly upon the extent of the state expenditures on its own behalf. On both counts Michigan ranks high, and the present allotment is the fifth largest given to any state. Those receiving larger allotments are California, Washington, Oregon and Minnesota, said Mr. Hoar.

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Fire fighting has progressed a long way beyond the hand-drawn days," Mr. Hoar declared. "We are today utilizing rapid transportation and modern equipment. The use of airplanes, motorized fire trucks, and large crews to mount a battle of man-power in many regions where fires are prevalent, has made it possible to reach quickly any fire that is started by a lightning bolt."

LOWLY POTATO ENTERS 'BIG BUSINESS' FIELD

KEARNEY, Neb. (AP)—The potato industry has entered the realm of big business through the National Potato Institute, it was explained by H. B. Tabb, of Chicago, executive secretary, at a meeting of potato growers.

Like the Iron and Steel Institute, the American Petroleum Institute, and various other industries, the Potato Institute is "a development of big business," said Mr. Tabb. "One state cannot be helped, or harmed, unless most other states participate," he said. "It is an endless chain which is no stronger than the weakest link."

IRIGORYEN GOVERNMENT UPHOLD IN ARGENTINA

BUENOS AIRES (By U. P.)—Administrative support of President Irigoyen won their second victory in as many weeks June 20 when the Chamber of Deputies, after a stormy two-hour session, rejected a vote of 68 to 46, the proposal of Antonino Tomaso, Socialist-Independent, to question the administration policy of discharging government employees.

Last week the Chamber rejected, 65 to 50, the Socialist-proposed interpretation of the law toward lowered freight rates for farm produce.

CONTINUES AS COLLEGE HEAD

ROCK HILL, S. C.—Dr. James P. Kinard, acting president of Winthrop College, was elected president for another year, until June 1, 1930, by the board of trustees at their annual meeting at the school.

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PORTLAND, MAINE

LOSS IS CAUSED BY SILTING UP OF HOOGHLY RIVER

Steamers Are Delayed and Coal Export Trade Is Hard Hit

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

CALCUTTA—Calcutta shippers are suffering grave inconvenience and loss by the silting up of the Hooghly River. Many tramp steamers are unable to leave the port with full cargoes, owing to the deterioration of the river draught and the restrictions imposed on loading.

The coal export trade is hit worst of all, and energetic representations have been made to the Calcutta Port Commissioners by the Indian Mining Association on the subject. It is understood that further steps may be taken with a view to ameliorating the conditions, which are described as being more serious than they have been for nearly 20 years.

Shippers are faced by two alternatives. Owing to the deterioration of the river draught, restrictions on this time of the year are rigid, and outgoing boats either have to leave with light cargoes or they have to wait several days until there is sufficient water.

Recently it was explained by the chairman of the Port Commissioners that the deterioration of the Eastern Gut Bar occurs every year, but it is abnormal this year. The largest dredging has been necessary on spring tides only. The position this year, however, has been worse than usual. Connected with the silting up of the Hooghly River there is said to be a general silting up of all the rivers which drain into it.

Without a river survey under a competent surveyor (the note states), it will neither be possible for the corporation to measure the progress of decay nor to find out in which direction the new outfall will be located. The post has now become an imperative necessity at a most critical period in the drainage history of Calcutta.

COURT RULES BOSCH CAN'T USE HIS NAME

Justice Says American Company Has Exclusive Right

NEW YORK (AP)—Robert Bosch, inventor of magnetos, has been joined from using his name in the manufacture and sale of electrical automobile equipment in the United States.

The exclusive use of the words "Bosch" and "Robert Bosch" in the sale of magnetos in America was granted to the American Bosch Magneto Corporation, the plaintiff in the action. The Robert Bosch Magneto Company of New York was the defendant in the suit.

Emory R. Buckner, counsel for the plaintiff, said the opinion set a precedent, as Bosch was the first German manufacturer who, after his property in America had been sold at public auction by the alien property custodian, attempted to re-establish his own name in commercial competition. Mr. Buckner also said the decision was important as protecting the rights of all those who bought property from the alien property custodian.

TERMS OF POWER MERGER ARRANGED

NEW YORK (AP)—Terms for merging the Buffalo, Niagara & Eastern Power Corporation, Northeastern

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Pennsylvania University Gets \$500,000 Gift

Robinette, Local Banker, Brings His Donations Up to a Round \$1,000,000

BY A STAFF CORRESPONDENT

PHILADELPHIA—The University of Pennsylvania has received a gift of \$500,000 from Edward B. Robinette, Philadelphia banker, and trustee of the university, for the establishment of three professorships. The announcement was made at the commencement exercises just held when degrees were presented to 1794 and certificates to 301 graduates. The commencement marked the close of the one hundred and eighty-ninth academic year of the university.

The gift was the third made by Mr. Robinette during the last year. The first was for \$250,000 to the Robinette Foundation and later an additional \$250,000 was given for any use needed. The recent gift brings the total to \$1,000,000. The three professorships are to be in the School of Liberal Arts. One of them is to be called the Felix M. Schelling Memorial Professorship in honor of Dr. Schelling who has been a member of the faculty for 53 years and who now holds the John Welsh Centennial Professorship of History and English Literature. The names of the other two professorships have not been decided.

Dr. St. George L. Stott, professor of American history at the University, in addressing this year's graduating class, made an appeal to them "to be united in common hostility against any form of religious hatred and to help destroy selfish propaganda."

SCOTTS MARK TREES

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

TOLEDO, O.—Name plates designating the variety of each tree in Ottawa Park have been mounted on the tree trunks by Boy Scouts of this city to aid the children in learning about their native trees.

Colombia Farmers Seek Tariff Help

Other Varieties of Farm Relief Also Urged at National Agricultural Congress

BOGOTA, Colombia (By UP)—The establishment of a tariff protecting agriculture; development of the cattle-raising industry; increased sugar production, and a proposal to bring to Colombia a group of irrigation experts, are the principal topics being discussed by the First National Agricultural Congress here.

The Congress, which is being held under governmental auspices, will also take up crop diversification, cultivation of pineapples, oilseeds, flax, and flax will be urged.

Debate in the Congress centers around whether the present reduced tariff rates on foodstuffs should be continued or whether the duties should be raised to protect national production.

The Government has elaborated an extensive plan for irrigation of certain sections and it is understood to be considering bringing a special mission of experts to study the project.

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In keeping with a progressive policy, Lowell is to have a new \$200,000 pure ice plant which will be in operation and ready for pure ice delivery next Monday.

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GREECE PLANS CHEAP HOUSING FOR WORKERS

German Firm Exhibits Film
Picturing Popular Price
Steel Dwelling

ATHENS—A housing bill was recently passed by the Greek Chamber of Deputies to facilitate the construction of small, cheap and sanitary dwellings, especially for the poorer working classes. These houses, planned to contain one or more flats, will be divided into two categories, popular and simple, to meet the financial ability of the tenants, and will be let or sold on an annuity basis.

The "popular" flats will contain four rooms, a kitchen, a bathroom and a washroom, and will occupy space not exceeding 75 square meters. The cost of a flat or a house in this category is designated at 100,000 drachmas at the most. The "simple" dwelling, which will have three rooms, a kitchen, a bathroom and a washroom, will not cost more than 65,000 drachmas.

Exempt From Taxation
The firms and financial institutions who will take part in their construction will be granted many concessions. All the houses to be built under this plan will be exempt from taxation for 25 years. In certain cases state-owned land will be given practically free of charge. Communes, financial institutions, co-operative organizations and railroad companies will have the first opportunity of taking part in this construction enterprise. A quarter of the deposits of postal savings funds, insurance funds and pension funds can be invested in the work. The Government guarantees in every way the security of the undertaking. No tenant will be permitted to sublet, nor will he be allowed to use the house for commercial purposes, except for household industries.

Several foreign firms have already asked for concessions. A German firm, lately screened a film before the Greek authorities and the public, picturing in detail the construction of a particular house which it proposes to build in conformity with the Greek Government's housing project. This special house is made of steel and is claimed to present many advantages as to stability, cost and comfort. A model of this dwelling has been erected on one of the most important thoroughfares of the Greek capital.

Fire-Proof Construction
The house is built on a plot 5 meters square and is composed of four small and low-roofed rooms, a kitchen, a bathroom and a corridor extending throughout the whole length of the building and dividing it into two equal sections. It is built on a raised platform with an underground cellar to serve as a storage for fuel and so on. Such a house would cost 95,000 drachmas only, which is considered quite a moderate sum. This steel construction is

claimed to be fire and earthquake-proof, but it is not stated with complete assurance that it is heat-proof. A supreme council of 12-15 members, and a special commission under the auspices of the Ministry of Public Assistance will be charged to look into this housing question, one committee supervising the construction work and the other occupying itself with the financial side of the question.

Sheep's Milk Makes Cheeses in Portugal

Mountain Peasants in the Serra da Estrella Conduct Little-Known Industry

LISBON—A great variety of excellent cheeses is produced in Portugal, and although their collection is carried out in rather a haphazard manner, as a purely household industry, they are delicious in taste and deserve to be better known.

The best and most popular cheeses come from the mountainous districts surrounding the ice-clad summits of the Serra da Estrella, from which they get their name. In this rugged neighborhood, strewn with boulders and piled up rocks, men live in primitive stone huts built on mountain slopes where their herds find pasture. Their costume, especially in winter, consists of a heavy goat-hair blanket, a broad-brimmed black felt hat and enormously thick leather or straw wrappings enveloping their legs. They invariably carry a formidable spiked staff and are accompanied by huge Serra da Estrella dogs that resemble the Saint Bernards in type, if not in color. These dogs valiantly defend their master's sheep from the wolves, and for protection wear large spiked metal collars.

At sunset the flocks of sheep return to their folds, where they voluntarily line themselves up for milking. They are milked both night and morning. The milk, placed in the care of the dairymen, is taken to the cheeseery. It is warmed in tin "bilhais" (a sort of jar) placed in pans of hot water. The bilhais are wrapped in blankets and the milk is then curdled, either by the old method of rennet or with flocks gathered from a thistle-head. The curd is cut and put into cheese presses or wringers, and the whey that runs from it is used for making a very popular and appetizing delicacy called "queijão," somewhat resembling junket, which is eaten with sugar.

The cheeses are then salted, and when they grow a crust, are sent to the towns, markets and shops for sale.

**GERMAN SHIPBUILDERS
EXAMINE SEAPLANES**
HAMBURG—The largest gathering of seaplanes Germany has ever known took place recently at Travemünde on the Baltic, when the German Luft Hansa brought together more than 100 seaplanes of most varied models at the general meeting of the Society of Friends and Pro-

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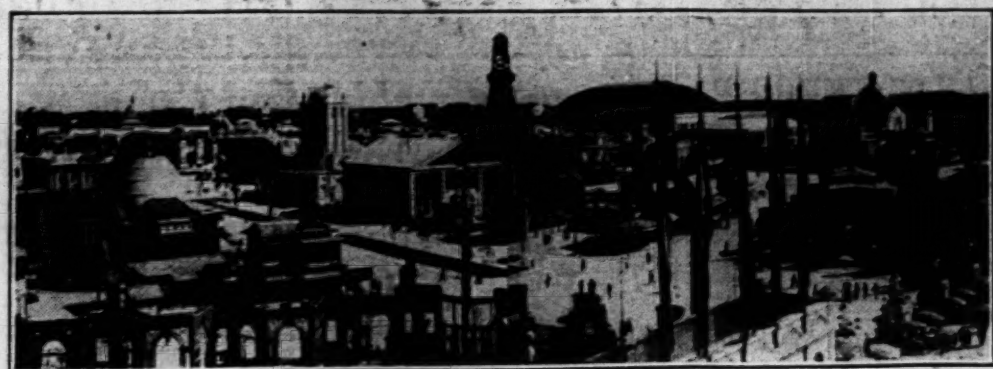
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General View of the Milan Fair Grounds



motors of Experimental Shipbuilding in Hamburg (Hamburgische Schiffbauversuchs-anstalt). These shipping men, a group who exercise great influence on German industry, examined the seaplanes thoroughly, took part in trial flights and expressed themselves as vitally interested in the future of airplane transport.

Employee-Owner Plan Takes New Step in Britain

Workers of Sheffield Steel
Plant Apply for and Get
Preference Shares

LONDON—The movement of workers to acquire shares in the enterprise which employs their services has not had anything like the expansion in Great Britain that it has had in the United States and Canada, but there are signs that this condition is changing.

It has been largely due in the past to the efforts of a small but influential group of trade union leaders who have been opposed to conciliatory methods in industry, but who are now somewhat out of the limelight through the successful efforts of such groups as the Melchett-Turner Committee to bring about more friendly relations between workers and employers.

A practical example of what is happening is now reported from Sheffield, where 400 employees of Sheffield, Ltd., the well-known steel firm, have applied for and been allotted more than 5000 7½ per cent cumulative preference shares of £1 each in the company. The worker shareholders have paid 2s. 6d. down on each share, and the balance has been spread over 50 weekly installments.

In discussing the offer of the company to its employees and the marked success with which it has been met, G. C. Hans Hamilton, the new chairman of the company said: "We are allowing the men 5 per cent on their money while they are paying, and if any want their money back, and have kept up their weekly payments, we will repay it with 5 per cent interest. We want to see such co-operation in our undertaking that the workers will feel that they have become real partners in its prosperity."

The cheeses are then salted, and when they grow a crust, are sent to the towns, markets and shops for sale.

**NEW PHYSICS INSTITUTE
AT DANISH UNIVERSITY**
COPENHAGEN—The second Danish University in the town of Aarhus has recently appointed two new professors, one to the chair of classic philology and the other of history, while a third, in Danish literature, will be appointed in the course of the summer.

It has also been decided to build an institute for physics and chemistry on similar lines, though on a smaller scale, as that of the Rockefeller Institute in Copenhagen.

ANTWERP LEADS THREE PORTS
BRUSSELS—During the first quarter of the year 1929 traffic in the three great European ports has been as follows: Antwerp, 4,725,415 tons; Hamburg, 4,651,518 tons; Rotterdam, 4,411,462 tons. Antwerp, therefore, holds first place among these ports.

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Industrial Progress of Italians Evidenced at Milan Exhibition

Show of Nation's Products Is Proof of the Great Progress
Being Made by City as a Manufacturing Center
—2,000,000 Visit Fair

ROME—A visit to Milan when the International Trade Fair is open is sufficient to convince everybody that Italy is no longer a mere holiday center, but that, on the contrary, she has become a most important factor in world trade. Each year, indeed, Milan, the industrial capital of Italy, gives fresh proof of its extraordinary progress as a manufacturing center, and the importance of the International Fair increases hand-in-hand with the industrial rise of the city.

The first fair was held in 1920, when there were only a few hundred booths. The tenth fair inaugurated last April was a full-blown exhibition, where more than 30 foreign nations were represented. The exhibition ground, which lies on the outskirts of the city, covers over 50,000 square meters; beautiful avenues flanked with buildings of all shapes and sizes and streets with small stands stretch as far as eye can see in all directions. Each Italian province, several individual firms and most of the foreign nations have their own permanent pavilions, constructed in characteristic style. Over 2,000,000 people visited the fair during the fortnight it was

AUSTRALIA MAY REPEAL PART OF NAVIGATION ACT

Tasmanians Hope for
Removal of Shipping Woes
They Have Borne 8 Years

HOBART, Tasmania—Following the announcement in the policy speech of the Australian Prime Minister, Stanley M. Bruce, that the Government had decided to repeal the coastal clauses of the Navigation Act, so that the overseas vessels now prohibited from engaging in the coastal trade may participate in it, the Tariff Board, to which the question has been referred, is now inquiring whether Australian shipping should be protected by the imposition of a duty on passengers and cargo carried by overseas vessels, by a bounty, or some other means.

The interstate companies are opposing any alteration in the Navigation Act, and say they will be faced with ruin should the overseas vessels be allowed to travel on a duty-free trade without restraint. Against this it was pointed out to the Tariff Board that since the Navigation Act came into force the passenger accommodation available on vessels of Australian companies had been reduced 35 per cent, the overseas vessels had been cut out, in addition to which the Commonwealth Government ships which carried interstate passengers had been sold, and the population had increased by over 1,000,000.

If the central clauses of the Navigation Act are repealed passengers will be enabled to travel between the Australian states and Tasmania in vessels of 20,000 tons. Tasmanians are keyed up with the hope that by the end of this year shipping troubles which they have endured for the last eight years through the operation of the Navigation Act will be a thing of the past, and that the State will take on a new lease of life.

WOMAN STANDS FOR ASSEMBLY
BOMBAY—Mrs. Kamaladevi Chattopadhyaya, who has gone to Geneva to represent Indian womanhood at an international women's conference there, intends on her return to stand for election to the Indian Legislative Assembly on behalf of Malabar and South Canara.

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the acting Dutch Chargé d'Affaires at Santiago de Chile, who had been instructed to go to La Paz to negotiate with the Bolivian Government regarding a treaty of commerce between the Netherlands and Bolivia, stating that this treaty has been concluded. The treaty is shaped, in general, in the lines of the most favored nation, and has been entered into for a period of five years.

Women Teachers of New Zealand Plead Equality

Strong Demand for Same Pay
and Promotion as Men Is
Made at Annual Meeting

AUCKLAND, N. Z.—The claims of New Zealand women teachers to full equality with men were strongly urged by Miss E. Andrews, president of the New Zealand Women Teachers' Association, in her presidential address at the association's annual conference.

They saw in their own country, she said, the survival of the ancient prejudice against women. Women were kept in subordinate positions in every branch of the teaching service. "There is in the whole of New Zealand in our primary schools a woman head teacher of a large school? Is there a woman inspector? Is there a woman holding a responsible position in the Department of Education?"

"On every side we see junior men fresh from the training colleges stepping into positions and obtaining promotion with little or no competition, while women wait for years before they can take one of the few, the very few, advancing steps available."

Women teachers, said Miss Andrews, did not ask for preference, concessions, or indulgence. They asked for justice.

It should be explained that Miss Andrews was not quite correct in her reference to women and the Education Department. There is in the employ of the Department one woman inspector of secondary schools.

In the same week the annual meeting of the National Conference of Women carried resolutions calling on the Government to recognize the plan of equal pay for equal work in every department.

EAST INDIES COUNCIL OPENED BY GOVERNOR

AMSTERDAM—The Governor-General of the Dutch East Indies in opening the Volksraad, the People's Council, announced that the abolition of professional recruiting would presumably be possible this year.

The financial position of the country compared favorably with that of 1928, showing an estimated surplus of 46,000,000 guilders. He referred with satisfaction to the revised constitution, declaring that the "ministry is fully convinced that self-government is compatible with Dutch rule."

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suits—extra large-sized suits—
two-piece, two-color suits, club
stripe tops, plain trunks—mod-
ernistic contrasts, plain colors.

**DUTCH NEGOTIATE
COMMERCE TREATY**
AMSTERDAM—The Foreign Department has received a cable from

North Freisian Navigation Exhibit Brings Many People to Sylt Island

Collections Covering History of the District Are Well Displayed in the Westerland Museum—Aquarium and Terrarium Are Attached to Show

HAMBURG—The Westerland Museum on the North Sea island of Sylt has recently opened its doors to the public to display a surprisingly large number of interesting collections. Fritz Lehmann, a former member of the famous Burgtheater of Vienna, and Alfred Paulmann, a talented Westerland painter, have headed the work of gathering together collections which cover the unusual economic and cultural history of the region. Particular emphasis is laid on the history of North Freisian navigation and for the arrangement of this fine nautical exhibit the committee's special thanks are due to the co-operation of the Hamburg-American Line.

Attached to the museum proper is an aquarium and a terrarium with a basin for live seals. The beautiful spring weather brought crowds of visitors to the island, who predicted that the new museum will shortly have to add to its building.

Westerland, on the island of Sylt, is the Freisian island's favorite bathing resort, noted for the extremely fine surf bathing and wonderful sandy beach. Although Westerland itself is a lively summer resort with luxurious hotels and fine wide streets, most of the other parts of the island are in strongest contrast, where the quiet Freisian inhabitants, who came from Holland, go about their work and live in their straw-roofed houses in placid contentment.

Off the southern part of Sylt are many oyster banks supposed to be among the oldest in Europe, being discovered in the eleventh century by Knut the Great, and their monetary value already realized in 1587, when Frederick II, Duke of Holstein-Gottorp, took them over as a royal possession. Since that date the oyster beds have generally been leased out, usually for terms of approximately 20 years at a time.

The greatest efforts are being made to protect Sylt from the devastating storm tides which all too often destroy large pieces of the island. This summer the Westerland promenade will be widened and a new protective wall built to strengthen the dunes, and next year a complete new system of dikes will be commenced, the most comprehensive project ever begun on the island.

**Irish Free State
Trade in Butter
Makes Increase**
DUBLIN—The butter trade of the Free State is booming as the result of the control of the export by the Government—which insists on all exports reaching a high standard of excellence—and the reorganization of the Irish creameries.

During the past few months 46 new creameries have been established. The systematic churning of butter marketed through the Irish Associated Creameries has probably done more than anything else to enhance the reputation of Irish Free State creamery butter on the British market.

Agents' sales during 1928 in proportion to supplies were: London area, 19.48 per cent.; Liverpool 18.25 per cent.; Cardiff 16.32 per cent.; Belfast 8.06 per cent. The remaining 37.89 per cent. was sold direct from the head office in districts where the Irish Associated Creameries were not represented by agents.

Meanwhile the Continental markets are not being overlooked, and the packet trade for export is being established. By this means the best Irish Free State butter will reach the consumer under the brand of the Irish Associated Creameries.

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WORCESTER

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COGGESHALL IS EASY WINNER

Oxford-Cambridge Athletes Sail for the United States

GIANTS KEEP UP HEAVY HITTING

Harvard Combination Crew Defeats Yale by Two Lengths

FORMER CAMPUS STAR IS WINNER

AMERICAN LEAGUE

Philadelphia	28	21	750
New York <td>..... <td>23 <td>21 <td>613 </td></td></td></td> <td>23 <td>21 <td>613 </td></td></td>	23 <td>21 <td>613 </td></td>	21 <td>613 </td>	613
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WASH. POST, June 2.
 Boston 6, Washington 4.
 Detroit 5, Cleveland 4.
 Chicago 5, St. Louis 3.

A college graduate, quite fresh from the campus, entered the four-hit class in the major-leagues June 20 by pitching the Chicago White Sox to 5-to-3 victory over the third-place St. Louis Cardinals.

first road showing of the season and were not it for a three-run rally by the Browns in the last inning, the former team's home state would have scored a shutout.

Walsh was pitching to a former student of Princeton and Columbia, Mosteller, who had been a better pitcher than batter. Mosteller worked to perfection. Shires, the new first baseman, Cissell, the young shortstop, and Hoffman, leading outfielder, all hit home runs in the first inning. White Sox attack. Cissell had a perfect day with four hits in as many times up.

Zinn HH Hard

Detroit and Boston were as successful against their opponents as was

VARSITY INSIGNIA
Over 150 Freshmen Receive
Numerals in Five Sports

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR
IOWA CITY, Ia. — Award of the
varsity insignia to 35 athletes in four
sports at the University of Iowa was
announced June 30 by Edward H.
Lauer, director of athletic affairs. Thirty-
four male and one female athletes, thirty-

lost nothing is heavier. On June 30, Sorrells made his last victory.

All Tigers Hit.

Every Tiger got at least one hit and Alexander, the big first baseman, made a home run. He was matched by several of the Indians. Ute, Tye and Wood were the only ones to get out for Detroit, the first time since last May that the club has won three straight and the fourth this year. The Tigers are even predicting that

they will win the last game included in the list while five men received the minor "L." One hundred and sixty-four freshmen received numerals for the first time.

Twenty members of the track and field team, only squad to win an Intercollegiate Conference title in 1928-29, were named to the list. The baseball players received the letter.

Two tennis players and one golf star also were presented the insignia. The list also included four freshmen and four golf players. Forty-nine freshmen

The Tigers have had a good chance to beat the Yankees down the last stretch. All they need is a few more victories to win the pennant. The scores:

AT ST. LOUIS

Innings.....	1-2-3-4-5-6-7-8-9	RHE
Baltimore.....	0-0-0-0-0-0-0-0-0	0
St. Louis.....	0-0-0-0-0-0-0-0-0	0

Batteries—Walsh and Berg; Crowder, Kinney, Odean and Manion, Schang. Losing pitcher—Berg. Time—1 hr., 50 m.

AT WASHINGTON

Innings.....	1-2-3-4-5-6-7-8-9	RHE
Boston.....	0-0-0-0-0-0-0-0-0	0
Washington.....	0-0-0-0-0-0-0-0-0	0

Batteries—MacFayden and Berry; Lisks, Brown and Tate. Losing pitcher—Lisks. Time—2 hr., 30 m.

AT CLEVELAND

Innings.....	1-2-3-4-5-6-7-8-9	RHE
Detroit.....	0-0-0-0-0-0-0-0-0	0
Cleveland.....	0-0-0-0-0-0-0-0-0	0

Batteries—Sorrell and Shea; Zinn and I. Sewell. Hardley. Time—2 hr., 30 m.

SCHOONER SACHEM

received numericals in track, 27 in basketball, 21 in swimming, 20 in baseball, 19 in tennis, 18 in golf, 17 in gymnastics, five in tennis, 14 in golf, and 10 class numericals were given for spring football. The major awards followed:

Track—Major "T": G. H. Blair '23, H. F. Canby '31, D. K. Grair '31, C. R. Depping '30, E. H. Ferguson '21, C. A. B. Smith '22, J. M. McCann '22, J. A. Gunn '22, J. P. McCann '22, J. A. Moulton '20, G. H. Page '21, William L. Smith '21, J. M. Smith '21, J. M. Stalling '21, V. W. Stevenson '21, R. M. Keane '21, H. N. Taylor '21, R. M. Taylor '21.

Baseball—Major "T": Capt. C. B. Thompson '22, Capt.-Eliot C. C. Stebbins '21, M. E. McLaughlin '21, C. R. Crawford '20, Vergil Davis '20, W. A. Glasgow '20, J. A. Merry '20, H. E. Munger '20, J. M. Nelson '21, J. M. Nelson '20, T. T. Twooped '23, Minor "T": O. L. Chasen '21.

Tennis—Major "T": Capt. P. M. Mitchell '22, Imry J. Albert '30.

Gymnastics—Major "T": A. C. McDowell '20, Minor "T": J. P. Ames '20, Bo-

**WINSCHONER SACHEM
OUTSAILS RIVALS**

**Wins American Yacht Club
Race by Over Two Hours**

NEW LONDON, Conn., (AP) — The American Yacht Club's race Long Island Sound, finishing off here June 20, was won by the schooner SACHEM, owned by R. B. Metcalf of Providence, R. I., and sailed by J. G. Alden of New York. Alden handled the SACHEM, although classified in the second division, outsailed all rivals and finished more than two hours ahead of the nearest first-division craft, the 13-meter sloop Irie, owned by W. W. Stewart and sailed by C. Sherman Hoyt of New York.

Brown 20; R. L. Rieckhoff 40; M. M. Stewart 31.

**RECORD ENTRY
COLLEGE TOURNEY**

**Julius Seligson, Title Holder,
Seeded as No. 1 in Draw**

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR

PHILADELPHIA—For the first time in the history of the event, the national intercollegiate tennis championship draw was made in advance of the night before the opening of play, at the Merion Cricket Club, June 20.

The largest number ever entered for the event, with a total of 167, com-

The Schemer reached New London at 7:11:21, covering the distance from Rye in approximately 12 hours. The Irish checked in at 9:37:10. The next boat to finish in the first division was

the Mirage, owned and sailed by Robert Mahabiet of New Rochelle, in 1977. The 47-foot, 10-ton boat, owned and sailed by John B. Shattuck and Rye, reached the finish line at 11:58:15.

Among the other yachts which took part in the regatta were the Malabar VIII and Pinta, both of which competed in the transatlantic race from Spain last year. The competing craft, laying over here during the Yale-Harvard regatta, will sail to the race to Boston's Island, Cranston Race to the Udder.

Lehigh University, who will defend his title. He is naturally listed first among the eight seeded players.

Other seeded players include Paul de Ricou, and E. O. Mather, a former Californian, from Oxford, and E. R. B. from Cambridge. The complete seeded list is as follows:

- 1-Julius Seligson
- 2-John Shattuck
- 3-R. Bell
- 4-R. Bell
- 5-E. R. B.
- 6-E. O. Mather
- 7-Paul de Ricou
- 8-John Shattuck

**LONG ISLAND WINS
FROM DELRAY OUR**

**CAMPAIGN PLANNED
IN AID OF NEGROES**

NEW YORK—To extend opportu-

Long Island polo team won the first prize in the annual series of events at the present Meadow Brook tournaments, for the Hempstead Cups. Jones, from the Delray team, composed of the players, was assisted by Bradley, and the Preece Brothers, Terence and Godfrey. The score was 17-10.

George Pope, going in at No. 1 for the winners, in place of George Early, who was injured during the game, though William Post, the regular No. 2, outscored him with five. The sum-

niles for Negroes in industry, housing and recreation, a concerted campaign to improve the economic conditions of the United States by the National Urban League. It is announced from the general headquarters at 17 Madison Avenue.

Franklin D. Roosevelt, the industrial relations department of the League is delivering a series of lectures on the Pacific coast, and Ira DeA. Reid, director of the department

LONG ISLAND DELRAY
No. 1—George Pope....Townsend Martin
No. 2—William Post....Bradley Martin
No. 3—W. H. Jackson....Terence Price
Back—G. H. Dempsey....Gedfrey Price
Score—Long Island 12, Delray 8. Goals
by Long Island 4, Dempsey 3 for Long
Island; T. Price 1, Jackson 1 for Delray.
cap. 5, for Delray; Referee—Robert E.
Strawbridge Jr. Eight chukkers of 7½
minutes.

GERMANY TAKES THE LEAD
FRAGRE—Germany went into a
lead of 2-0 over the United States in its
repean zone semifinal Davis Cup tie with
Sweden at the Stockholm Sports Palace
last night. The United States tied the
match at 2-2 in the 10th frame, but
Germany won the 11th and 12th frames
to win the match 3-2. The United States
was led by Bill Davis, who won the
first frame, but was outplayed by
German ace, Hans Eklund, who won
the last three frames. Eklund was
the only player to win a frame in the
11th and 12th frames. Davis was
outplayed by Eklund in the 11th and
12th frames. Davis was outplayed by
Eklund in the 11th and 12th frames.

LEWIS RESIGNS AS MANAGER
PORTLAND, Me. (AP)—Resignation of
George E. Lewis, former Boston Ameri-

NEWPORT PASSES RESOLUTION
NEWPORT, R. I., May 15.—The Board of Aldermen have passed a resolution of the Newport Baseball Club, which was introduced by the club and Sir Thomas J. Lipson for their purchase of the American Cup races at Newport in 1920. The resolution was forwarded to Sir Thomas J. Lipson for his signature.

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CALIFORNIA ACT APPLIES LIBEL LAW TO RADIO

Old Rule Against Slander in Press Is Extended to Govern Air Channels

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR. SACRAMENTO, Calif.—Libel laws, which have held for many years in relation to newspapers and other publications, have been extended to include the radio with the signing of a "radio slander" bill by Gov. C. C. Young. The bill will become effective early in September.

The legislation was introduced by State Senator George W. Rochester and was responsible for one of the most bitter battles recorded during the 1929 session of the California Legislature.

The bill was amended once in the Assembly and twice in the Senate before it was presented for Governor Young's signature. The following provisions in part the new addition to California's penal code as necessitated by the development of radio-casting:

"Slander is a malicious defamation, orally uttered, whether or not it be communicated through or by radio or any mechanical or other means of device whatsoever, tending to blacken the memory of one who is dead, or to impeach the honesty, integrity, virtue or reputation, or disclose the actual or alleged defects of the body of a living person, or of any educational, literary, social, fraternal, benevolent or religious corporation, association or organization, and thereby to expose him or it to public hatred, contempt or ridicule.

"Every person who wilfully, and with malicious intent to injure another, utters any slander is punishable by a fine not exceeding \$5000 or imprisonment in the county jail not exceeding one year, or by both such fine and imprisonment. Words uttered in the proper discharge of an official duty, or in any legislative or judicial proceeding authorized by law, shall be privileged and shall never be deemed a slander within the meaning of this section.

"In all criminal prosecutions for slander, the truth may be given in evidence to the jury, and if it appears to the jury that the matter charged as slanderous is true, and was uttered with good motives and for justifiable ends, the party shall be acquitted.

In signing the measure, Governor Young stated that such legislation is inevitable in every State.

SYRIANS FORM NEW ORDER
GOLDSBORO, N. C. (AP)—More than 200 Syrians from different sections

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LUNCHEON
DINNER
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NOW at 1 East 48 St.
Closed Sundays

of the two Carolinas and New York meeting here, organized "Hamman American Organization." The purposes are: to uphold the American flag; to be loyal to the Constitution of the United States; to bring up all children to be 100 per cent American; to improve the Syrian name and to render charity.

Small Loan Rate Drops by Change in Missouri Law

Maximum Interest on Amounts Under \$300 to Be 2½ Per Cent a Month

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR. KANSAS CITY, Mo.—Arms of the St. Louis and Kansas City better business bureaus have been strengthened against loan sharks by the signature of Henry S. Caulfield, Governor of Missouri, to an amended small loan bill recently approved by the Legislature. This bill enables persons of limited means to secure loans of small amounts of money at lower rates than those fixed in the "model" loan law enacted two years ago.

The maximum interest rate under the new law for loans ranging up to \$300 will be 2½ per cent a month. The maximum under the previous small loan law, which was framed in accordance with the provisions of a model act prepared by the Russell Sage Foundation, was 3½ per cent a month.

Both the original and the amended law were aimed at the loan sharks or salary buyers who have been operating in the large cities, particularly Kansas City and St. Louis. A feature of the new law not contained in that enacted two years ago is the fixing of heavy penalties against salary buying. Operation of the law, which becomes effective Sept. 1, will be under supervision of the State Finance Commissioner, S. L. Cantley.

WORKERS OPPOSE MACHINES

MEXICO CITY (AP)—The Federation of Textile Workers, ending their convention here, passed a resolution opposing installation of modern machinery in Mexican plants, and favoring retention of the old-fashioned machinery now in use. It was said use of more modern machinery would reduce the number of employees.

Philadelphia Loth to Give Up Old Way of Making Left-Hand Turns Willy-Nilly

But New State Code Which Is Now Being Adopted Says It Must Be Dropped—No More Drawing Up to Curb and Awaiting the Well-Known Nod

BY A STAFF CORRESPONDENT. PHILADELPHIA—The traffic police of the City of Brotherly Love are trying to be as nice as the weather and their collective patience will permit but there are times when the last

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Kreyer's Restaurant

Kreyer Brothers, Proprietors
Special Sunday Dinner \$1. from 2 to 8

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NEW YORK STATE PLANS SKY SIGNS FOR EVERY TOWN

Mayors Also Back Plan for More Emergency Landing Fields

SPECIAL TO THE CHRISTIAN SCIENCE MONITOR. BINGHAMTON, N. Y.—Sky signs as well as road signs henceforth will designate every town and city in New York State, so that passing aviators, as well as passing motorists, may be aware of localities. Emergency landing fields also are to be built all over the State. It was agreed at the concluding session here of the conference of mayors and municipal officials of New York.

Aerial markers are to designate every station on the New York Central Railroad, according to Mayor Charles G. Hanna of Syracuse, providing this meets with the agreement of Patrick J. Crowley, president of the road. Mayor Hanna was elected president of the New York Aviation Conference, which held an allied meeting with the state conference of mayors.

Dayton Is Speaker

The final session of the conference tended largely toward discussion of aviation. F. Trubee Davison, Assistant Secretary of War, in charge of aviation, was the chief speaker, and it was at his suggestion that the mayors agreed to have the sky sign proposal.

Mr. Davison described his own difficulties in flying from Washington to the conference, when he had to retrace 110 miles of his course in order to reach a landing field. Even in airways over the Rocky Mountains, he said, there are emergency fields every 25 miles.

Following Mr. Davison's address, the advisability of state ownership or contribution toward the establishment of landing fields was considered, and such a proposal may be submitted at the next session of the Legislature.

Economy Trend Cited

The trend toward economical and efficient city administration is so definite that within the next few

years a state law may be enacted requiring such training courses as prerequisites to service. Mayor Frederick C. McLaughlin of White Plains, president of the conference, declared. Police courses given in 10 zones and three extension schools have proved so successful that they averaged a weekly attendance of 2400 men, representing all but 10 cities and two villages in the State. Mayor McLaughlin said. Proposals already under way will provide training schools for clerks and officers of the departments of charity, finance, civil service, water, purchases and assessments, he added.

We are now pretty well agreed on the proper method for destroying our municipal waste, we have a scientific method for distributing the tax burden on real property, uniform budget and accounting systems have been formulated and installed, capital budgets are being set up, our actuarially imperfect local pension systems are giving way to a sound state retirement system, and training facilities and information services are provided for municipal officials."

AMONG THE RAILROADS

By FRANKLIN SNOW

NO TRAIN ever got away to a more auspicious start than the new Empire Builder, fast Great Northern Railway train from Chicago to Seattle. Its departure from Chicago, on its first trip, was heard from coast to coast on a radio hookup, and the train was actually in motion before the microphone was taken off the observation car.

The scene shifted to a suburb of Chicago and in a booth beside the track, the "mike" picked up the sound of the approaching train, the whistle sending forth its crossing signal of two long and two short blasts so distinctly that it sounded as though the locomotive were within the four walls. The rumble of the train as it passed was clearly audible and the radio audience, as far as sound was concerned, were wholly a part of the inaugural trip of the train.

Prior to its departure, Chief Two Guns "White Cal" of Glacier Park, whose profile graces the reverse side of the coin known as the "buffalo nickel," spoke in his native guttural, the chief being a regular publicity representative of the Great Northern, having participated in its exhibit at the Baltimore and Ohio's Fair of the Iron Horse. The first Great Northern train, drawn by the old General William Crooks locomotive, was also on hand, its shrill whistle being heard from Union Station, Chicago.

Newspapers on Trains

Copies of The Christian Science Monitor will be placed on the Raymond & Whitcomb "Land Cruise" trains this season, as heretofore. These trains leave New York weekly for western points, passengers using the trains as hotels for the greater part of their journey, the equipment, including recreational cars, shower baths and other accessories of travel. Trains are scheduled for June 22 and 26, July 11 and 24 and Aug. 1, some of the tours diverging to return via various roads, according to the passengers' preference.

Grain Rates

The effect of the recent rate reduction on grain moving to New York for export has been negligible in so far as it adds the farmer, a well-known railroad traffic executive said recently, for the reason that the wheat moving under the lower rates was already out of the possession of the farmers and in the elevator when the rates were reduced, so that the farmer did not get the benefit of the lower rates.

What effect the rates will have on such part of this year's crop as moves under these rates is, he indicated, in the price of wheat being greater than the 11-cent rate-cut applying half-and-half on roads west of and east of Chicago.

From the standpoint of eastern railroads, he said, the cut means a net loss of \$30 a car from Buffalo to New York, and there are approximately 6000 cars of grain a month moving over the several roads competing in this route. Over a period of several months (the lower rates being effective until Sept. 30) the eastern carriers believe their revenues will be reduced substantially because of this. It has also been learned that the acceptance of the President's plan for lower rates was by no means

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ADIRONDACKS

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2,000 feet above the sea... Surrounded by mighty forests and mile-high mountains... Its natural loveliness has won international renown... Exceptional Recreation Facilities... Pivotal motor centre of the Adirondacks. For Summer Booklets and Information About Hotels, Cottages and Camps Address CHAMBER OF COMMERCE, LAKE PLACID, N. Y.

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American Plan—Modern in appointments. Maintaining own farm gardens.

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BY THE DAY WEEK OR MONTH Restaurant under our supervision.

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A. A. ROSSER, Managing Director BUFFALO, N. Y.

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FIREPROOF EUROPEAN

NELSON HOUSE

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POUGHKEEPSIE NEW YORK

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Two high class hotels. Clean sand beach. Orchestra. Amusements. Aquatic sports. Walking distance to Au Sable Chasm. Motor trips to Lake Placid, Montreal, and all Adirondack points. Boat trips on Lake Champlain.

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The return is by the Metapedia Valley, famous for its beauty and salmon and trout streams. Only in a short stretch between St. Flavie and Lévis does the motorist have to retrace his

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Main Theatre and Sat. Evs. 8:30.

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Original Cast, after a year in London

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MONTREAL—The new belt road around the Gaspé peninsula and Chaleur Bay will be traversed by many automobile tourists from Montreal and many other

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On the Banks of the Charles... Away from Traffic... Convenient... Exclusive Location... Garage Near By... Comfortable Rooms... Cool... Modern... Low Rates... Courteous Service... Delicious Food... Daintily Served... Dining Room on River Side... Cool... European Plan... Club Dinner... One-fifty... Superb... Pleasant Walk Through Fenway to Christian Science church.

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Write for rate card and descriptive booklet.

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Overlooking the Beautiful Fenway Park
A modern hotel with the harmonious atmosphere of a private home. To ladies traveling alone courteous protection is assured.
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Room with bath, \$2.50 up.
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MOOSEHEAD LAKE
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Where mountain, lake and woods combine for an atmosphere of rest and relaxation. Here, too, are golf, tennis, riding... and delightful scenery. A modern cottage colony adjacent to Hotel.
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The bracing air of the sea makes all land and sea sports more enjoyable. Golf, tennis, riding, sailing by day... dancing or bridge by night. And a new sea swimming pool.
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The MOUNT KINEO

MOOSEHEAD LAKE
... in the Maine Woods
Where mountain, lake and woods combine for an atmosphere of rest and relaxation. Here, too, are golf, tennis, riding... and delightful scenery. A modern cottage colony adjacent to Hotel.
Opens June 29
Ask John W. Greene
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The Mount Kineo
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ROCKLAND BREAKWATER
... on the Maine Coast
The bracing air of the sea makes all land and sea sports more enjoyable. Golf, tennis, riding, sailing by day... dancing or bridge by night. And a new sea swimming pool.
NOW OPEN
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CAPE ELIZABETH, ME.
A secluded spot by the sea. Open all year. Only seven miles from Portland. Beautiful grounds, broad ocean view. Private bathing beach. Tennis, boating, canoeing, always good fishing. Golf privileges. A place for a real vacation, quiet and restful. Rooms with or without bath. Tables accommodate two to ten persons. All are equipped with the latest beds, private baths, hot and cold running water, electric lights, etc. Booklet. C. T. SWETT, Mgr.

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Location ideal for every seashore enjoyment. Cook shanty, verandas, excellent food. Surf bathing, golf, tennis, dancing, boating, bowling, fishing. Saddle horses.
Reduced rates to July 15th. Booklet.

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"The House with the View"
In the White Mountains
Orchestra Elevator
GOLF Garage
Tennis OPENS
Booklet July 1
No fee to guests for golf
SUGAR HILL, N. H.
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White Mt., N. H. Woodstock, N. H.
Est. 1890 by James H. Batchelder
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Boardwalk & Delancy Place
6th St. & Wesley Ave.
720 Ocean Ave.
8th St. & Ocean Ave.
410 Atlantic Ave.
1116 Wesley Ave.
710 Ocean Ave.

THE MONITOR READER

(Answers to Questions Asked on the Next to the Last Page)

- In France, in 1892.
- The "Tasmanian," a small molen which arrives up from the hot sand after rain has fallen.
- Andorra.
- Denver, Colo.
- Gen. Henry Knox.

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Followers of Isaac Walton, who want a real thrill, should come down to Wildwood. If you have not been here, you have at least heard about the wonderful catches at this fisherman's paradise. Join the crowd of jolly fellows who go deep-sea fishing every morning. Here's a real day of sport, fun and good fellowship. Wildwood is the place where every man, woman and child can do the things that put a real thrill in life.

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BY THE SEA WILDWOOD CREST NEW JERSEY

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Atlantic City



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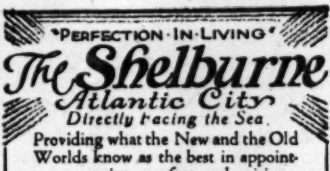
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Here will be found an ensemble of seashore and country seldom attained. Acres of lawns, shrubs and flowers at the ocean's edge. Surf bathing establishment on the premises.

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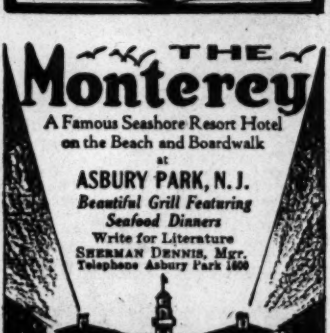
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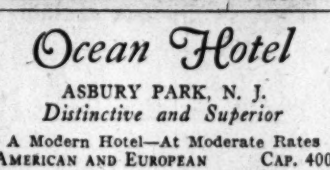
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Corner location. Only stucco house on ocean front; each room outside; running water.

American Plan, 25 Weekly Up Telephone 1542. Ownership Management

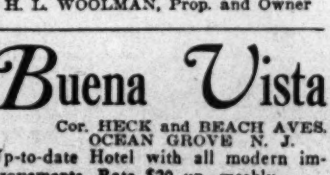


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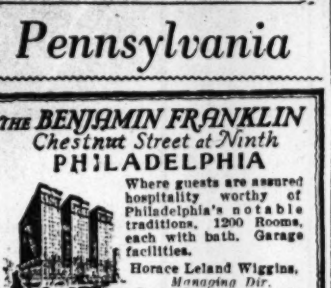
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Rates:
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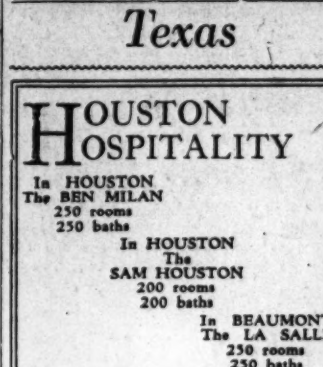


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"The South's Finest Apartment Hotel"

Rooms, suites, apartments, facing beautiful Hermann Park with its Municipal Golf Course. Transient rates \$3.00 per day and up.



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Direct route between Detroit and Chicago.

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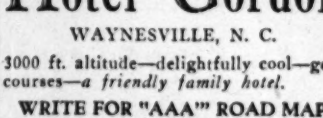


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FATIO DUNHAM, Manager



MONTEREY HOTEL

4300 Clarendon Ave. CHICAGO

A beautiful home for you

PRICE EASE

IN CHICAGO
LIVE STOCK

Hot Weather Causes Decline
in Buying—Lambs Weak
—Hogs Steady

CHICAGO—The Chicago stock market was a little better than the market in New York, but the decline in buying was not so great. The market was a little better than the market in New York, but the decline in buying was not so great. The market was a little better than the market in New York, but the decline in buying was not so great.

Increased receipts and the sudden arrival on the Atlantic seaboard of 90 degrees temperatures provided most of the bearish influences in the cattle market, heavily curtailing beef consumption as the meat consuming public turned to cooler diets. This, along with more grassy and medium fed steers and yearlings undermined kinds selling at Chicago from \$14 downward and especially from \$12.50 downward.

But so far this season very few such cattle have been showing up, so that the extreme decline of 50 cents on grassy steers was not so great as actual. From \$15 upward it was a rattling good market all week long, \$15.50 being paid for 1210 to 1487-pound averages. Measured by the accelerated shipper demand, strictly choice fed steers with weight against them were getting scarce every week just as the grassy kinds are becoming numerous, this condition indicating a set of two-way markets for the future.

Downward on fat, sheeps and hogs amounted to \$1.45, and as compared with a couple of weeks ago prices are largely \$1.50 lower, most fat hogs selling at \$10.25 to \$10.75, but at \$4.25 to \$4.75, only selling above \$10.50 and \$11.50. As supply here is abundant, the top on light hogs worked up to \$11.50, but shippers became less active when fresh pork prices declined, permitting a break which forced the top back to \$11.20, equal to the high point at the close last week. Outlook for heavy hogs is bright, but not so bright for light hogs, which have not been broad, meaning that 300 to 350-pound butchers at the low time had to sell at \$10.50 to \$10.75.

Grass hogs were more numerous, all weight offerings being penalized 25 to 50 cents as compared with dry hogs. Most of these grass hogs were lightweights—scoring 225 pounds downward. Grass hogs also came in for their share of the price penalty, but there was rather dependable outlet for light-weight butchers at \$10 to \$10.25. Little to indicate sharp price changes in the near future on any grade of hogs was apparent.

The closing tone on native lambs was \$14.75, western grass lambs then bringing \$15.25; the early top on choice native was \$15.85. Yearlings held up to \$12.25, most of the top and most fat ewes \$6 to \$6.50. From 30,000 fewer lambs arrived at large markets than a week earlier.

NEW YORK BOND MARKET

(Quotations to 2:30 p. m.)

High	Low	High	Low
Abt Straus 4 1/2% 100	99 1/2	So Pacific 4 1/2% 100	99 1/2
Albany Corp 4 1/2% 100	99 1/2	So Ry 4 1/2% 100	99 1/2
Albany Corp 4 1/2% 100	99 1/2	So Ry 4 1/2% 100	99 1/2
Albany Corp 4 1/2% 100	99 1/2	So Ry 4 1/2% 100	99 1/2
Albany Corp 4 1/2% 100	99 1/2	So Ry 4 1/2% 100	99 1/2

LIBERTY BONDS

High	Low	High	Low
Liberty 4 1/2% 100	99 1/2	Liberty 4 1/2% 100	99 1/2
Liberty 4 1/2% 100	99 1/2	Liberty 4 1/2% 100	99 1/2
Liberty 4 1/2% 100	99 1/2	Liberty 4 1/2% 100	99 1/2
Liberty 4 1/2% 100	99 1/2	Liberty 4 1/2% 100	99 1/2

FOREIGN BONDS

High	Low	High	Low
Antioquia 4 1/2% 100	99 1/2	Argentina 4 1/2% 100	99 1/2
Antioquia 4 1/2% 100	99 1/2	Argentina 4 1/2% 100	99 1/2
Antioquia 4 1/2% 100	99 1/2	Argentina 4 1/2% 100	99 1/2
Antioquia 4 1/2% 100	99 1/2	Argentina 4 1/2% 100	99 1/2

INVESTMENT TRUST SECURITIES

High	Low	High	Low
Amalgamated 4 1/2% 100	99 1/2	Amalgamated 4 1/2% 100	99 1/2
Amalgamated 4 1/2% 100	99 1/2	Amalgamated 4 1/2% 100	99 1/2
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HOPE TO STABILIZE
THE TIN INDUSTRY

British-American Combine
May Restrict Production

LONDON—Negotiations extending over many months have resulted in the formation of the British-American Tin Corporation with a capital of \$1,000,000, by a powerful group of London financiers and Bolivia tin magnates. The price of tin has dropped below \$200 a ton, which is said to be less than the cost of production.

At present, world stocks are reported to be unusually large, but tin statistics are notoriously inaccurate, and the general belief in the trade here is that there is a good deal more tin awaiting buyers than figures indicate. The new company is heralded as the first move in a campaign to induce mining companies to restrict output until prices recover, and to provide a market for the purchase of any surplus stocks in order to remove them from the market.

The Monitor has discovered remarkable similarities between the rubber and tin situations. In each case British interests control about 70 per cent of the world production, and in each case there is a good deal more tin awaiting buyers than figures indicate. The new company is heralded as the first move in a campaign to induce mining companies to restrict output until prices recover, and to provide a market for the purchase of any surplus stocks in order to remove them from the market.

Critics of the restrictive plan here point out that if low wheat or other depressed agricultural prices are to be maintained, a marked reduction in motorcar output, no kind of artificial measures could suffice to maintain, much less raise, the price of tin.

The tin producing is one of the industries in which there is almost a complete absence of American capital, as was largely the case in rubber six or seven years ago. It is believed that Bolivian interests are in position to control nearly 20 per cent of the world's potential output, but much of this is in the hands of the tin magnates. The Monitor is informed that representatives of the United States Department of Commerce abroad are watching the tin situation with great care. Metal prices in London generally, while believing that no restrictive measure can succeed, are most anxious to determine the future of tin in the main properties with moderate production costs is very bright. Faking a long view they assert that known tin resources throughout the world are extremely limited, and prices must eventually increase.

INVESTMENT TRUST SECURITIES

High	Low	High	Low
Amalgamated 4 1/2% 100	99 1/2	Amalgamated 4 1/2% 100	99 1/2
Amalgamated 4 1/2% 100	99 1/2	Amalgamated 4 1/2% 100	99 1/2
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Associated Gas and Electric System



A Major Public Utility System

With 104,000 Stockholders

THERE are now over 104,000 Associated stockholders distributed in every State in the United States. Of these, 52,300 are customers served by the Associated System; 700 are banks and institutions entrusted with the funds of others; and 7,900 are employees (87% of those eligible).

This widespread distribution of share-holders enhances the value of Associated securities by providing a high degree of marketability. Associated bonds afford an investment opportunity for the very conservative or restricted investor and preferred stocks are available for the purchaser of income. The Class A Stock is listed and traded in on the Amsterdam, Boston, London and Los Angeles Stock Exchanges and the New York Curb Market.

"Rights" to subscribe at \$42 per share to additional Class A Stock of Associated Gas and Electric Company are being given to June 14th holders of record.

Associated Gas and Electric Securities Co., Inc.
61 BROADWAY NEW YORK, N. Y.

Fixed Trust Shares
Basic Industry Shares

Fixed Trust Shares and Basic Industry Shares represent a participating interest in property (deposited in the trust) consisting of cash and a unit of common stocks of thirty nationally known basic American industries, including U. S. Steel, American Tel. & Tel. Co., Western Union, General Electric, etc.

RAILWAY EARNINGS

Company	1928	1929
Amalgamated	1,173,148	1,408,438
Amalgamated	1,173,148	1,408,438
Amalgamated	1,173,148	1,408,438
Amalgamated	1,173,148	1,408,438

RADIO-AVIATION

ENGLISH HIS FORTE

The Listener Speaks

THE "Old Counselor" held the attention of his financially minded audience from coast to coast when he spoke on holding companies in the Halsey, Stuart radio-cast through the WEAF network at 10 o'clock on Thursday evening. The subject was introduced in the usual manner by questions brought forward by a guest. A novelty orchestra, directed by Andy Sanella, opened the half hour with several numbers, including Victor Herbert's "22d Regiment March."

The widespread popularity of these talks upon investments and finance in general is a good index of the greatly increased number of investors in the United States and Canada. There is no doubt, too, that general information, such as this, is of great value to thousands of listeners who are just entering this field of interest. The uses of holding companies were very completely and clearly set forth in this last program.

An earlier talk had dealt with the special objects and advantages of investment trusts of different types and a distinct division was made between the latter and the holding companies under consideration. It was also pointed out that there is no basis for a widespread impression that these companies are solely connected with public utilities, since they are found in every field.

In the preceding half hour a much smaller audience was entertained through a few stations of the same network with the "Broadway Lights" entertainment. It is interesting to note the much greater interest in the comparatively "dry" subject of finance than in that of metropolitan night club life. In spite of all motion pictures and fiction magazines would imply to the contrary, it is another instance of the way in which radio is developing a real democracy of knowledge as well as of musical art and of politics and statesmanship.

The "Broadway Lights" program brings listeners into a well-known Broadway restaurant. The announcements are all made in the form of remarks by one of the patrons. Unfortunately it is often impossible to make out what he says, owing to the applause and other noise in the background. It appeared, however, that the last radio-cast the Landi Trio with Howard White, pianist, were singing "Do, Do Something," and some other numbers—largely notable for Mr. White's sparkling accompaniment.

Sue Baxter, contralto, offered some rather glutinous "Blues" and Emily Woolley sang "Yours Sincerely" from "Spring Is Here," and "Bill" from "Showboat," in a way which brightened up the whole affair nicely. An orchestra directed by Hugo Mariani was also pleasantly in evidence.

D. M.

Speaking of Detail

DISCOVERING authentic musical color for radio programs is becoming one of the major activities of members of the NBC program division. Off duty these men comb New York from end to end in search of unusual musical instruments and men to play them.

Much of this work has been done in connection with programs that have foreign settings. A recent episode in the ABA Voyagers series was set in Sixteenth Century Bohemia. Selecting the numbers for the musical program required hours of library research, but when it came to finding the required instruments, field work was essential.

Up in the East Seventies in New York City there is a large Czechoslovakian settlement, and there an NBC musical detective found his players. He visited shop after shop, seeking the address of someone in the neighborhood who could play the Czech bagpipe and flutist. In the Seventy-seventh Street, a visit yielded the address of a man who, the shopman said, could play the pipes. The man was promptly engaged for the ABA program.

The Czech pipe is unlike anything else in the world. It has two metal-mounted horns, one of which curves behind the performer and the other in front of him. The wind is supplied by a bellows, worked under the arm.

The same scouring of Little Bohemia also produced a concert group of five fiddle players, whose peasant music was desired to help create the atmosphere of rich valleys lying between castle-crested mountains and many number of players upon the cymbalom, an instrument which Bohemian shares with Hungary.

FOOD PRICES ADVANCE

WASHINGTON—Retail food prices in the United States showed an increase on May 15 of a little more than 1 percent over the previous month, and a decrease of about one-third of 1 percent since May 15, 1928.

BEAUTIFUL SONG RUINED BY HUM

Solved TONITE

The broadcast without a human voice or a musical instrument

be at your radio 8 P.M. WBZA

ACTRUS

BLUE LONG LIFE TUBES

For Humless Reception

For SCREEN GRID and ALL OTHER A.C. Sets

HAVE you renewed your subscription to the Monitor? Prompt renewal insures your receiving every issue, and is a courtesy greatly appreciated by The Christian Science Publishing Society.

International Air Progress

SPECIAL FROM MONITOR BUREAU

THE use of the airplane recently enabled a rare shrub called Zelkova, which grows in the high mountains of Crete, to be delivered in good condition at the Kew Botanic Gardens. The Indian air mail, which stops at Suda Bay in Crete, picked up the package containing the plant.

During the recent general election many candidates who are private owners toured their constituencies in their airplanes. A light airplane in the scattered districts in Scotland proved very useful.

Lieut.-Col. G. O. P. Henderson, who is himself a skilled pilot, has designed a single seater "Air Motor-cycle" which is to be marketed at £250. The De Havilland Company is booked up fully for six months ahead turning out Moths at 27 per week.

The Corporation of Hull has recommended the purchase of Hendon race course for a municipal airport. This gives an area of about 200 acres. The question of a sea-plane base nearby is also under consideration.

The annual competition for the Saxon Trophy, which was given for the Fighter Squadrons of the Home Defense Force, proved an exciting affair. The 100-mile course was won by a margin of 2 seconds. In addition to the race the crews had a drill test of running 100 yards to their machines, filling up with petrol and water and fitting a wheel. The best time for this was 6m. 15s.

Mr. F. D. Petit, a good tennis player, is the first Indian woman in Bombay to achieve the feat of flying solo in an airplane. She received

her training as a pilot at the air-drome at Juhu, a suburb of Bombay.

The Australian Aerial Derby was flown on May 25 over a 40-mile course. The first two places went to Cirrus-Moth machines and the third to a Cirrus-Widgeon. The winner's time was said to be 25 minutes 45 seconds.

In Belgium it is proposed in September to start a regular night service between Brussels and London. To this end a line of aerial beacons has been established along the Brussels-Orford road. Trial trips are to be made in July.

A school of flying has been established in conjunction with Manchester's new municipal airport at Wythenshawe. The Northern Air Lines service maintains a fleet of light airplanes for school work, with expert instructors. Fees range from 24 per hour, the average time taken for an "A" license being eight hours.

Night air-mail experiments are in operation between Helsinki, Stockholm, Amsterdam, London and also between Oslo-Göteborg-Malmö-Berlin. This is with a view to establishing night mail flying as a regular service.

A new Berlin-Rotterdam-London service has been put into operation. This is in addition to the Berlin-Hamburg-Rotterdam-London service of the Royal Dutch Air Lines. With the aid of the new service it is possible to leave Vienna at 8:15 a. m., lunch at leisure in Berlin and reach Crocydon at 3 p. m.

It is reported from Germany that Herr Kronfeld, starting from a height near Riesenburg, in West Prussia, made a glider flight of 62 miles in 5 1/2 hours, landing near Detroit.

The Dialer's Guide

Features are followed by name of sponsor and network used in parenthesis. "WJZ Chain," "WEAF Chain," "WABC Chain," and "WABC Chain" are the four general networks of the National Broadcasting Company, which designate their stations as "transcontinental" when coast-to-coast hookup is employed. If only single station is used, it is designated as "local." All time specified is eastern time, unless otherwise noted. Studio network features, which are given in their respective times.

FOR WEDNESDAY, JUNE 21

Concert Artist

Mrs. Lolla C. Gainsbourg, pianist in "Opus 22," dedicated to her teacher, Franz Joseph Haydn, 7:35 p. m.

Vocal and Instrumental

Roselle Wolf, soprano (WJZ, WBAL, WABC). Arias from grand opera, 8:10 p. m.

Harold Van Dusen, tenor; Viola Philo, soprano; Ernie Hapner, conductor (WABC). "Flowers" composed by master composers, 8:10 p. m.

Conductor (CBS). Featuring Schubert's "Who Is Sylvia" with light orchestra, plus graceful vocal soloists, 8:10 p. m.

Feature Hour (Palmer-WEBF Chain, transcontinental). How many would like to hear the legends of St. Francis? "St. Francis" 9:30 p. m.

Vocal Ensemble

Foresters (Sylvania-WJZ Chain). By odd coincidence, the Foresters, male quartet, will also do "St. Francis" earlier in the evening, 8:30 p. m.

Instrumental

Victor Wagner's Concert Orchestra (Columbia-WJZ Chain, transcontinental). Contrabass, Cello, Wagner, Verdi and Lehár, 10:30 p. m.

Slumber Music (WJZ, WBC, KDKA, WREN). Delicacy of Weber's "Overture" and "The Merry Widow" movements from "Carmen," 11 p. m.

Characteristic Music

Voraces (ABC-WJZ Chain). A tale of the "Carmen" (NBC Pacific). Southern songs with typical accompaniment, 11 p. m.

Gregory Orchestra (KGO). Komoroff, conductor. "The Merry Widow" and "The Merry Widow," 11 p. m.

Billie Holiday (KGO). These southern tunes are higher up on the mountain, one might say, than 5 o'clock ones mentioned above, 8:30 p. m.

Educational Music

"Tone Pictures" (Atwater Kent-WEBF Chain). Typical passages for the piano and harpsichord, 8:30 p. m.

Minstrels

Cotton Blossom Minstrel (KHO, KGO, KFI, KSLM). 10 p. m.

Sketches

"Garry Owen" (CBS). Old Irish comedy-drama in Hank Simmons' Show Boat, 10:30 p. m.

"Forty Fathom Trawlers" (Ray State). Comedy sketch, 10:30 p. m.

"Road to Rome" (Associated NBC). A tale of yesterday and today, 8 p. m.

Rhythmic Music

Smith Ballen's Orchestra (WJZ). 8:30 p. m.

Yeast Formers (Northwestern-WJZ Chain). Billie Holiday and popular ballads, 8 p. m.

Troubadours (Palmer-WEBF Chain). Introducing a large medley into a program of American dance music, 9 p. m.

The Soldiers (WJZ-WEBF Chain). Awaiting pay day, 9 p. m.

Freddie Rich's Orchestra (CBS). Dale Winthrop contributing two of his originals, 9:30 p. m.

Dick Chelwin's Orchestra (Kobler-CBS). A musical comedy, 9:30 p. m.

Reliance (CBS). The old story that swept the country—"Poor Butterflies"—"Maggie" and "Sam," 10:30 p. m.

Troubadours (NBC Pacific). One hour, 11 p. m.

GRAIN MARKET

SHOWS STRENGTH

CHICAGO (AP)—Fresh early upturns in wheat values today followed brisk trading, coupled with announcement of reduced estimates of world wheat production this season. Meanwhile unfavorable crop reports from domestic winter wheat territory southwest continued, as did drought complaints from spring wheat sections northwest. Opening at 1/4 to 1/2 higher, wheat advanced, scored additional gains. Corn, oats and provisions tended upward also, with corn starting at 1/4 to 1/2 advance, and subsequently rising further. Opening prices today were: Wheat—July 1.12 1/2 @ 1.13 1/2, Sept. 1.17 1/2 @ 1.18 1/2, Dec. 1.22 1/2 @ 1.23 1/2, Jan. 1.27 1/2 @ 1.28 1/2, Feb. 1.32 1/2 @ 1.33 1/2, Mar. 1.37 1/2 @ 1.38 1/2, Apr. 1.42 1/2 @ 1.43 1/2, May 1.47 1/2 @ 1.48 1/2, June 1.52 1/2 @ 1.53 1/2, July 1.57 1/2 @ 1.58 1/2, Aug. 1.62 1/2 @ 1.63 1/2, Sept. 1.67 1/2 @ 1.68 1/2, Oct. 1.72 1/2 @ 1.73 1/2, Nov. 1.77 1/2 @ 1.78 1/2, Dec. 1.82 1/2 @ 1.83 1/2, Jan. 1.87 1/2 @ 1.88 1/2, Feb. 1.92 1/2 @ 1.93 1/2, Mar. 1.97 1/2 @ 1.98 1/2, Apr. 2.02 1/2 @ 2.03 1/2, May 2.07 1/2 @ 2.08 1/2, June 2.12 1/2 @ 2.13 1/2, July 2.17 1/2 @ 2.18 1/2, Aug. 2.22 1/2 @ 2.23 1/2, Sept. 2.27 1/2 @ 2.28 1/2, Oct. 2.32 1/2 @ 2.33 1/2, Nov. 2.37 1/2 @ 2.38 1/2, Dec. 2.42 1/2 @ 2.43 1/2, Jan. 2.47 1/2 @ 2.48 1/2, Feb. 2.52 1/2 @ 2.53 1/2, Mar. 2.57 1/2 @ 2.58 1/2, Apr. 2.62 1/2 @ 2.63 1/2, May 2.67 1/2 @ 2.68 1/2, June 2.72 1/2 @ 2.73 1/2, July 2.77 1/2 @ 2.78 1/2, Aug. 2.82 1/2 @ 2.83 1/2, Sept. 2.87 1/2 @ 2.88 1/2, Oct. 2.92 1/2 @ 2.93 1/2, Nov. 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DAILY FEATURES

One Minute
Biographies

Who: ELI WHITNEY.

Where: The United States.

When: Eighteenth to nineteenth
centuries.

Why famous: The American inven-
tor of the cotton gin. He was born in
New England, in such poor circum-
stances that he early earned money
by making nails by hand. Being skill-
ful at such matters and persevering,
he contrived to pay his way through
Yale College. Later he was engaged
by a southern family as tutor, but
arrived in Georgia, he found that his
place had been filled, and that he
was without occupation. Then an in-
teresting thing happened: the widow
of Gen. Nathaniel Greene of Revolu-
tionary fame was living on her
plantation, hard by on the Savannah
River, and the young Yankee was in-
vited to settle down under her pro-
tection.

The plantation was a meeting place
for gentlemen planters of the dis-
trict, then just feeling the need of a
machine for the cleaning of their
cotton. Newly invented machinery for
spinning had greatly increased the
demand for raw cotton, yet the plant-
ers employed Negroes to clean the
seeds from the cotton by hand, re-
quiring at the speediest a whole day
to pick clean one pound. Something
had to be done, or they would never
raise cotton at a profit. Eli Whitney,
at that time, knew nothing whatever
of the subject; yet Mrs. Greene con-
sulted him, knowing that he had some
inventive ability. The young man ac-
cordingly shut himself up in his
shop, with a supply of unpicked cot-
ton and some hand-made tools.

The invention which resulted he
exhibited in 1793 and called a cotton
gin. It solved the problem of the
planters, for within a few years a
single gin was cleaning 1000 pounds
of cotton per day. The economic sit-
uation was so altered that the cul-
ture of cotton became the most profit-
able employment for southern labor.
Young Whitney's invention, and that
of Robert Fulton, rank as the two
most revolutionary inventions of the
early days of the Republic. The gin's
influence was widespread, acting as
a spur alike to spinners sitting at
their wheels in New England villages
and to armies of slaves laboring un-
der the burning suns of Mississippi
and Louisiana.

THE MONITOR READER

These Questions Are Based on Material
in the Last Issue. They Are Answered
in Another Column in This Issue.

1. When and where was the
rayon industry started?—
Editorial..... 20
2. What plant provides food
and drink for men and
animals in desert Africa?—
Young Folks' Page..... 20
3. What European country has
no army?—Odds and Ends..... 20
4. In what city are cards of
thanks sent to automobile
owners who have not been
listed as traffic violators?—
Sundial..... 20
5. Who was the first Secretary
of the Army and Navy in the
United States?—News Sec-
tion..... 20

Grade Yourself
What Is Your Percentage?

There is more to be learned from
these questions than from any other
kind of test. Try them.

Brevities

Tulsa, Okla.: Among foolish questions
there is that of asking a balloonist who
is about to take off, where he is going.

Key Features: The Prince of Wales
has a blue derby. Since he sets the style,
we hoped he would choose an old gray
felt with a green spot on the left side.

Springfield, Mass.: That Yale professor
who "Americanizes" accents is be-
coming too brief should be sent a copy
of the Congressional Record.

Detroit Free Press: An Mr. Babson in-
sists, there may be 20 ways to make
a million dollars. The problem is how
to get one of them to work.

Honolulu: Several copies of early
Eighteenth Century periodicals were
sold at auction recently. We understand
that some very spirited bidding was
started by a gentleman who is setting
up as a dentist.

World Puzzle



The Letters Above, When Placed in
Their Proper Order, Will Spell the
Name of an important interna-
tional body.

Answer to Word Puzzle: "There
never was a good war or a bad
peace."

A Quotation for Today

THOU, O God, dost sell unto us all good things
at the price of labor.—DA VINCI.

In Lighter Vein

Just a Lesson
The express had not been living up
to its reputation. First it would go
forward 50 yards or so, then back,
then stand still, puffing uncertainly,
and then begin the same things all
over again. At last one of the travel-
ers called the guard.

"What's the matter with this
train?" he demanded. "Backing up
and jerking forward in this way."
"It's quite all right, sir," the guard
assured him. "I think the engine
driver is teaching his wife to drive."
—Tit-Bits.

Odds and Ends

We Add "Develop," "Accommodate"
A survey made by an American
university reveals the fact that the
10 words most commonly misspelled
by college students and graduates
are the following: exhilarate, hypoc-
rasy, indispensable, irrelevant, one-
self, sacrifice, supersede, councilor,
embarrass, and harass.

THE CHRISTIAN SCIENCE MONITOR

BOSTON, FRIDAY, JUNE 21, 1929

"First the blade, then the ear, then the full grain in the ear"

PUBLISHED BY THE CHRISTIAN SCIENCE PUBLISHING SOCIETY

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All communications regarding the conduct of this newspaper, articles and illustrations for publication should be addressed to The Christian Science Monitor Editorial Board.

EDITORIALS

M. Poincaré on "Since Versailles"

TO THE July issue of Foreign Affairs, Raymond Poincaré, the French Prime Minister, has contributed an article of which the significance can hardly be overestimated. The article is entitled, "Since Versailles." On June 28, ten years ago, there was signed at Versailles the first of the series of treaties which put an end to the greatest war in history. What is the situation after ten years? Should Europe feel serene or uneasy? To such questions M. Poincaré addresses himself. The answers which he gives are on the whole confident. Yet perhaps the most hopeful aspect of his article is the fact that he has consented to write it for an American review. Ten years ago no European Prime Minister would have considered sending as frank a statement of his views on international questions for publication in a foreign journal. He would have insisted on reserving such intimate opinions for private letters to diplomats. A nice index of the vast change which has come about in respect of popular interest in international affairs and in respect of the desire of statesmen to have public support is to be found in the fact that M. Poincaré has written his article.

With that conciseness and precision of statement which mark all his utterances, M. Poincaré passes in rapid review the items on the assets and liabilities sides of the European balance sheet. There has been a general improvement in the methods and atmosphere of intercourse among nations. The word "peace" has taken hold of the imaginations of men as never before. Locarno, the Pact of Paris, the League, the Permanent Court of International Justice and the Protocol (even though it failed)—these are real accomplishments. The prospect of doing something to reduce armaments is hopeful, and M. Poincaré pays a tribute to Mr. Gibson's speech at Geneva in April. As M. Poincaré was writing his article the "thorny question" of reparations had just been settled. Apart from dollars and cents, "all important are the moral advantages of this mutual settlement, which can be enormous. It promises to create a new atmosphere in Europe, to promote a feeling of confidence and trust, and to re-establish a permanent basis of collaboration between the nations."

The debt side of the ledger is chiefly concerned with the territorial and minority problems arising out of the peace treaties. Hungary wishes to get back certain districts assigned to her neighbors. There is continuous friction between Poland and Lithuania. Russia casts envious eyes on Bessarabia, which was assigned to Rumania, and wishes to extend her Polish frontiers. Germany is dissatisfied with the Danzig corridor, and disputes Belgium's title to Eupen and Malmédy. Austria looks for ultimate incorporation in Germany, but the Anschluss cannot be accomplished without a unanimous vote at Geneva, and M. Poincaré thinks that impossible.

M. Poincaré does not set forth his opinion of what the future holds. He puts down but does not add up the items on his balance sheet. His hopes—and perhaps his expectations—nevertheless appear in his eloquent words on the desire of France for peace and on the support which the powers should give the League of Nations. "We, for our part," he declares, "are very grateful to the United States, and to its eminent first citizen, Mr. Hoover, for continuing and expanding a policy of benevolent collaboration with the League—a policy systematically pursued for the past five years."

Russian Trade and Recognition

ONE does not have to be an ingrained cynic to find ground for suspicion in the sudden appearance of the Soviet Government of Russia in the world's market as an enormous buyer of goods from peoples with whom the Bolsheviks had not hitherto been on the best of terms. Hardly had news of Ramsay MacDonald's election been distributed to the four corners of the world when there appeared the tidings of the purpose of the Soviet Government to spend £400,000,000 in England on machinery and other products of British mills. It had only been a week or two earlier that the United States had learned that sums running into billions of dollars were to be spent for American products. Where the money was to come from, or why this sudden stimulation of industrial activity in Russia, was not explained.

The two incidents, one following so quickly upon the other, inevitably arouse suspicion that the purpose back of these vague promises is political rather than industrial. Britain has had more experience with Russian commercial and financial undertakings than has the United States, and that experience has not been gratifying to the Britons who shared in it. The American who thus far has done the biggest business with the Soviets is quoted as saying that he secures cash on delivery of all his goods, and will not traffic under any other terms. It is understood that other American producers who are inclined to nibble at the Soviet hook have been quietly informed at Washington that they had better guard themselves well against commercial and financial irresponsibility.

It would seem that, so far as American business men are concerned, the persistent retention by the Soviet Government of the works of the International Harvester Company, which were seized at the time of the revolution, affords

an object lesson not to be overlooked. If the Soviet Government desires to purge itself of some part of the indictment of dishonesty which lies against it, the return of this property to its owners would be a good start.

In any event, common sense suggests that dangle these enormous bribes before the business communities of two nations with which the Bolsheviks desperately desire to be on good terms is a gesture intended chiefly to advance their plea for recognition. It is safe to say that it is so regarded in the Foreign Offices of both governments involved.

The Congressional Recess

TO SOME members of the United States Congress who are returning temporarily to their constituencies the experiences of the present recess will hardly be in the nature of a happy homecoming. Not a few of these will, it is probable, be required to give an account of their stewardship to those who have entrusted them with a temporary warrant of authority to act for them and in their behalf in the affairs of government. Because of this it is not improbable that upon their return to Washington to resume the work of the special session there will be apparent a somewhat clearer realization of their responsibilities in shaping legislation designed to reflect the convictions and wishes of the voters.

The chief matter to be discussed during the recess period and to be clarified and written into law when Congress reconvenes is the tariff bill now in a formative state. It is apparent, following the narrow defeat of the Borah resolution proposing to limit the deliberations of the Senate Finance Committee to a consideration of those schedules affecting agriculture and its immediately allied industries, that this committee will accept the minority vote thereon as, in a measure, mandatory. There was indicated by the Senate's action thereon more than the possibility that the proponents of the Borah theory may be able, in the end, to defeat any measure which contemplates a more general revision of tariff schedules.

It is because of this that it may be agreed that the decision of both houses to recess until fall was a wise one, affording just the opportunity which is needed to permit both senators and representatives to gain a proper interpretation of the instructions given them by their friends at home. Some will return to Washington reassured, while others will have gained a clearer understanding of the convictions of those who may feel that they have, in part, been misrepresented because of unfortunate misapprehensions.

Earning While Studying

THE enthusiasm for university training which has developed during the last ten years has made the problem of bringing within the reach of its poorest children the best education a nation has to offer one of the most urgent of those now facing educators. In the United States something like a systematic attempt to solve the problem has resulted in the very general habit among students of working while still at the university. In England, though the number of students taking up vacation posts is steadily increasing, there is no similar movement for earning while studying on a comparable scale; but a number of circumstances makes it possible, under certain conditions, for a young man or woman of the poorer classes to obtain some kind of university education, even if he or she shows no exceptional ability.

In England the problem is of recent growth. The Universities of Oxford and Cambridge were originally founded for poor scholars, and for many centuries the students were entitled to begging licenses, of which they made frequent use. The early statutes gave preference to such as were "honourable, good-living, peaceable, humble, and indigent," and the names of Bentley, Dr. Johnson, George Whitefield, and Sir Isaac Newton are enough to justify that preference. Not until the eighteenth century did the poor man become the exception at either seat of learning; in the nineteenth he became rarer still; and today the cost of living at an Oxford college is three times the whole wage of a working-class family, so that an education at one of the older universities is, in the absence of any systematic facilities for earning during the period of study, confined to the well-to-do and those clever enough to win scholarships.

But the foundation of provincial universities that has been so prominent a feature of the educational developments of the last century has done much to remedy the defects of this situation, for the expense of studying at one of these institutions, especially if the student takes advantage of the Government grant which is given to all who intend to become teachers, is by no means excessive.

A university education is, therefore, practically within the reach of everyone in England who is sufficiently determined to realize all his opportunities; but it is to be regretted that the boy who begins his career in the elementary school has small prospect of taking his university course at Oxford or Cambridge unless he displays exceptional ability.

This is where the American method of earning while studying, thus bringing the most expensive education within the reach of all, is particularly valuable. It has some hazards, but, on the other hand, it enables many to obtain a university experience which they could not otherwise have enjoyed at all.

Aviation as an Industry

WITH the departure of the first transcontinental air-rail passengers on a regularly established line from New York, and the imminent inauguration of a competing line, the aviation business may properly be said to have become an "industry." Or, perhaps the term "common carrier," or "public utility," may be more appropriate. Be that as it may, it is evident that the use of airplanes will grow in public favor and patronage as adherence to schedules, safety in operation and reduction in charges become the rule rather than the exception.

Many air passengers thus far have been those taking a first flight solely for the adventure, it has been found; others are business men flying to save time in an emergency. Some of these will undoubtedly become regular air patrons, and

the question arises, How far is aviation going to progress, and what will be its ultimate effect upon the automobile and the railroad industries?

Thus far, the automobile industry has not felt the competition of the airplane, for the few persons who now can buy airplanes can readily afford also to purchase new cars when they desire them. But when the "flier" airplane, of cheap initial price and low upkeep, appears, as it obviously will, its appeal to the masses will be as great as was that of the early Ford car, and the automotive industry will be confronted by a competitor perhaps as effective as that which faced the railroads when the automobile became popular.

No one can estimate by any known measure the degree of popularity which airplanes will enjoy. It is reasonable to anticipate the same co-ordination between air and land transport as now is occurring between rail and motor. The departure of the first rail-air passengers between New York and Los Angeles is indeed auspicious. That it portends disaster either to railway or motorcar is unlikely, for after many years of vicissitudes, the canal—the transportation agency of the early nineteenth century—is again coming into popular favor. So does every needed means of transport retain its standing in the community.

Cyrenaica Accepts a Peace

CYRENAICA is at peace with Italy. The intermittent warfare which the native tribes in north Africa have carried on against the "intruders" for eighteen years has come to an end with the unconditional surrender of the Arab chiefs, and there is promise that travel and trade may henceforth continue unhampered. To the Italian colonial administration the news is of first importance, for it means the termination of a costly military campaign. Ever since the occupation, the Province of Cyrenaica has made a heavy drain upon the Italian treasury, the expenditures running into hundreds of millions of lire, while the revenues have been comparatively small, as the interior of the country consists largely of desert reaching to the unmaped Sahara, and the coast alone has been productive with its olive, palm and fruit trees.

Italy needs a friendly Cyrenaica to absorb its surplus population. When first dreams of conquest led Italy into the region in North Africa known as Libya, comprising the provinces of Cyrenaica and Tripolitania—a region four times the size of Italy—there was promise of potential grain fields, cotton plantations and valuable phosphate and sulphur mines, but hopes dwindled when the facts became known that the interior was a vast desert, barren, and made unsafe by unruly tribes.

The peace assured by the surrender of the Arab chiefs should do much to restore confidence among Italian colonists and to attract the capital necessary to develop the productive area of the extensive northeastern section of Libya.

Boy Scouts and Vaccination

THERE is no question that any individual is at perfect liberty to be vaccinated or inoculated if he believes that thereby he is made more or less immune to a number of diseases. It is, however, an altogether different matter when compulsion is employed and when in consequence the enjoyment by certain persons of privileges to which they are otherwise entitled is made contingent upon their undergoing experiences highly distasteful to them.

A striking example of this compulsory medical attention is presented in an arbitrary ruling recently rendered by the chief executive of the Boy Scouts of America, that not one of the 1500 Boy Scouts who have qualified by test to attend the International Jamboree of that organization, to be held in England in August, will be permitted to do so unless he will first submit to smallpox vaccination and typhoid inoculation. The fact that no English law requires anything of this sort of visitors entering Great Britain gives additional point to the unnecessary nature of the ruling. Furthermore, the general situation in England with regard to water supply and general cleanliness cannot be quoted as rendering such procedures needful, because hygienic conditions there are fully as satisfactory as in the United States.

The uncertainty of inoculatory methods is recognized by many who are in a position to speak with authority. It is true that the great body of the medical profession believe in the efficacy of such procedures. That is their right, as also it is the right of those who choose and wish to be governed by medical opinions and views. It is not the right of any organization, however, to rule arbitrarily concerning these moot issues in such a way that individuals fully qualified otherwise to enjoy the privileges of their station should be prevented from so doing because they do not see eye to eye with those temporarily in authority.

Editorial Notes

It has remained for schoolboys of Sheboygan, Wis., to solve an age-old problem. Operating with the smallest capital of any company in the world, the Lincoln School Window Casualty Company, organized by the boys, has sold, at ten cents each, 133 policies against breakage of windows during ball games. Prompt settlement was made in the one case of breakage to date.

According to a recent bulletin of the United States Biological Survey, animals that were formerly afraid of men have become used to them and are making their abode closer and closer to large cities and towns. Now it is up to the men to show these animals that their confidence has not been misplaced.

An English publication states that £288,200,000 was spent on drink in England last year. Credit should be given where credit is due, however, and it may well be noted that this sum represents a decrease of £10,600,000 on the previous year's total.

It will doubtless be comfort to some youngsters to learn, on the authority of his aunt, that Ramsay MacDonald was a "naughty boy" at school. This does not mean, however, that every naughty boy at school is heading for a premiership.

Speeding the Transatlantic Mails Ashore

"NEITHER snow nor rain nor heat nor gloom of night stays these couriers from the swift completion of their appointed rounds." So reads the inscription on the facade of the Post Office Building in New York; so functions the postal service with its vast ramifications, serving a nation, on duty twenty-four hours a day, in every day of the year. So, also, does the branch engaged in the handling of foreign mails discharge its obligations to the thousands of persons awaiting the personal or business mails from overseas.

When letters bearing the foreign stamps and postmarks of exotic spots arrive at their destination within an incredibly short time from the hour of arrival of the ship which has brought them across the broad Atlantic, it is, in a sense, a tribute to the efficiency of the Post-Office Department and the New York Central Railroad, for the former supervises the system employed, while the latter man and operates the boats which go down the harbor to speed the transatlantic mails ashore.

There is always something fascinating about a trip down New York Harbor, although the statement is relative. A pleasant day in May, with a departure from uptown New York in the forenoon, has a greater degree of attraction than the embarkation at the Battery on a government cutter in the gray dawn of a winter's day, with the tiny cabin filled with customs and immigration men, and the only alternative a wind-swept deck, lashed by waves which freeze as soon as the water hits the low deck.

The good ship President is the official government mail boat. By arrangement with the New York Central Lines it is operated by the railroad, and at all hours of the day and night, sometimes three or four times a day, the President hastens down to Quarantine, there to relieve the ocean liners of their load of mail, ranging from a few hundred to as many as 14,000 sacks.

It was on the President that we shoved off from Pier 72 bound for the Quarantine Station to meet the Mauretania, arriving from Southampton and Cherbourg with some 6000 sacks of mail, a load which my guide, an official of the Post Office, asserted was a light lading compared with some arrivals.

Ferries carrying the commuters from New Jersey to New York, barges in convoys destined to the upper reaches of the Hudson and the State Barge Canal, trim yachts en route for a week-end journey up state, tugboats towing lighters from Manhattan to all parts of the harbor, crossed and crisscrossed as the President picked her way down the bay. Huge ocean liners on either side of the river added to the pageantry of the scene, their sterns protruding into the stream, while busy barges loaded and unloaded freight on the off-shore sides.

The voyage to Quarantine is never long enough on a bright day and as we neared Staten Island, the Mauretania loomed in the distance, her four red funnels, with their black tips set at a rakish angle, lending an air of speed as she swung into the channel, came opposite the station and let go her anchors.

So close a contact is maintained between the Post Office and incoming vessels that the President, with her own radio operator, is able to gauge almost to the minute the time the ships will reach Quarantine, and as the Mauretania's anchors slid down with a rattle of chains, the mail boat eased up to starboard quarter, even as the yellow flag denoting medical inspection rose to the big ship's peak. On the opposite side two other New York Central boats—the steam lighters 5 and 16—were standing by, for wireless information had enabled the railroad and postal authorities to figure how many mail boats were necessary. Also, advance information had indicated on which side of the vessel the city mail and on which the railroad and transatlantic mail was to be unloaded. The President was to take off the city mail.

For a little steamer of 732 gross tons and 158 feet in length, drawing only sixteen feet when fully laden, to take 3600 sacks of mail on her lower deck in one hour and thirteen minutes, seems incredible.

But that is all in the day's work for the Post Office, the New York Central, and the steamship lines which bring the mails from overseas.

As an ebb tide was running, the Mauretania's bow pointed up stream, and Capt. George Durning brought the President slightly astern of the big ship, came about smartly, and eased alongside the porthole without so much as scratching the paint of either vessel. A chute was speedily hoisted to the big ship's main deck, the upper part inclosed in canvas, greetings were exchanged, and the waybills were dropped down to the gallant little President. Followed, the registered mail, which was stored in a locked receptacle forward. Then came the first class, second and third class parcel post and foreign mails. As they came down the chute at a rate of almost fifty a minute, the crew of the mail boat—railroad and postal employees—sorted and stored them with a precision and accuracy which betokened long practice.

Our guide stated with pride that the crew felt duty bound to get the sacks away as rapidly as they came down the chute—in fact, it is something of a race to see if the liner can discharge its mail faster than the receiving ship

can sort and store it, and the American mail men exert themselves to the limit to prevent foreign vessels from feeding them the mails faster than they can store them. There is, in fact, an element of international rivalry—a daily sporting event—in lower New York Harbor which the sports writers have not yet deigned to notice.

Strange words and names are called out as the sacks are received and passed down the port and starboard sides of the President. Clerks armed with prepared forms repeat the names and make a check mark on their records. These forms are ruled in such a manner that when the mail has all been received a complete entry is available, showing the number of sacks from Paris to New York, from London to Bermuda, from Madrid to Lima and any of the other numerous points of origin and destination of mails handled through New York.

Colorful mail bags, bearing stripes of all hues, are swung hastily aft, and a rapid inspection discloses such inscriptions as Postes France, Great Britain, and Jamaica, Servicio Internacional (Spain), Deutscher Reichspost (German), Correos del Peru, Schweiz Postes Suisses Svizzera (Swiss), Postes d'Autriche (Austrian), Magyar Kir Posta (Hungary), Poste Italiana, and Helsinki Finlande.

It is an international scene, indeed; a lesson in the ties that bind the nations together; an evidence of the close bonds that exist between far-flung countries of the world; a class in commercial geography. Each man appears to know just what to do with each sack. They are intelligent individuals, these postal workers, men with an evident pride in their jobs and in the rapid performance of their tasks. The cries go on: "Budapest-New York, Bombay-empty, Moscow-New York, Vienna-Brooklyn, Guayaquil-Hamburg, Burma-New York, Paris-Lima," and other points of origin and destination, which the entry clerks repeat and check on their records in lightning fashion.

A primary separation has been performed on the Mauretania; a resorting by destinations goes on as the mails come down the chute to the President and, had the day been foggy, or had the liner arrived in the evening, too late to dock until the morning, the mails for Boston, Buffalo, Washington, and the air mail for Chicago would have been delivered to addresses in those cities even before the Mauretania had reached her dock in New York. But even with conditions propitious for the incoming ships, the method of taking off the mails at Quarantine saves from four to eight hours, and before the big ship had reached her pier, the mails were being distributed to local post offices, or being loaded in mail cars at the President's dock for rapid movement, north, east, south and west, not only to Boston, to Washington, to Florida, but westward to Calgary, to San Francisco, or to connect with transatlantic ships for Australia, New Zealand and the Orient.

Last year, 1,500,000 sacks were handled by the President and her companion lighters. With two boats receiving, one on either quarter, as many as 5000 sacks an hour can be discharged. The foreign mails are increasing in volume at a rate of 10 per cent annually, our guide informed us, the biggest load ever brought into port being that handled by the Mauretania on Christmas Day last year, when the President and six tenders took off 14,000 sacks.

The chute had been set up at 11:57 a. m. and at 1:13 p. m. the President had received 3160 sacks. Captain Durning looked up at the Mauretania; a bluff, good-natured, British officer called out: "I guess that'll be all," the lines were cast off, and the President started up the bay.

The President, with its lower deck piled high with mail, eased into Pier 72, and almost before its lines were made fast, a conveyor had been hoisted from the dock to the bow of the ship, and over an endless chain, the bags of mail began to speed ashore, direct to the tailboards of waiting mail trucks, which would carry them on to city stations or to the Post Office for resorting for foreign destinations. Within the pier stood a string of mail cars awaiting the two steam lighters which were carrying mails for interior points and which had followed us up the bay. The Mauretania was still in the stream, opposite her fourteenth street pier, we had passed her again as she was being shoved in by a fleet of tugs. The United States mails were on their way to destinations throughout the world. Uncle Sam had saved his nephews and nieces and his cousins overseas a few hours by sending down to Quarantine to get their letters ashore earlier than would have been possible had they remained on the big liner.

And this smooth machinery, this time-saving device, this daily, and almost hourly, performance on days when several mail ships arrive, is the result of constant supervision, of efficient planning and management, of co-operation between R. P. Williams, superintendent of the mails in New York, and J. W. Crocker, manager of mail and express traffic of the New York Central.

Nor does "snow nor rain nor heat nor gloom of night" stay these couriers from the swift completion of their appointed rounds, although our guide added that a couple of new men, just appointed to the postal service, and seeing the inscription on the General Post Office Building, agreed that the man who wrote the slogan had misspelled "carriers."

Letters to The Christian Science Monitor

Brief communications are welcomed, but The Christian Science Monitor Editorial Board must remain sole judge of their suitability, and this Board does not hold itself or this newspaper responsible for the facts or opinions presented. Anonymous letters are destroyed unread.

Washington and Law Observance

TO THE CHRISTIAN SCIENCE MONITOR: The aspiration is so frequently heard from the wets that George Washington would be aligned against the Eighteenth Amendment were he Chief Executive today, that it was with much gratification I read the article in the Monitor of June 11 comparing issues of the whiskey insurrection of 1794 with those of the wet revolt against present-day law. Clearly, as the article shows, Washington stood for law and order, whatever his personal habits, and I fail to see how any citizen—whether he be a wet or a dry—can evade either his example or his conclusions.

Of a certainty, if the United States is to thrive, the Constitution must be observed by all—and, just as in Washington's time, the sober majority is justified in seeing to it that the rebellious minority obey the law.

I should like to feel that all who question their duty to uphold the Eighteenth Amendment had read your clear exposition of the precedents established by Washington, so applicable today.

Boston, Mass. WILLIAM HENRY.

Arousing Interest in Economics

TO THE CHRISTIAN SCIENCE MONITOR: With joy and gratitude I have watched the Monitor's alertness and good work in regard to the economic question, and have found there the news I had hoped to find on all sides of the problem.

It seems that the United States, after progressive preparation, is now beginning to take sweeping strides toward a genuine prosperity—where 80 per cent of the people are not poor, as Secretary Davis stated that they are now, in spite of our prosperity.

The election of Herbert Hoover, the evolving of the Foster-Catchings plan and its sanction by the present Administration, and the fine work of the Monitor in leading the crusade of arousing general interest in this most important problem are a few of the signs of the times.

Evidently we have but tasted prosperity and are prepared by successive steps to freedom from the Pilgrims to prohibition, to take the next great step, out of bon-lage to low wages and unemployment. The greatest leaders in industry know that fairness and good wages are not only right and beneficial to all, but beneficial to themselves as well. Unfortunately, there are plenty of others employing men and women who either do not as yet realize this fact, or who are unable to work out the way to increase wages.

General co-operation in this matter surely is coming.

Who can measure the amount of spiritual, cultural and moral progress that would accrue if there was practically no unemployment and if all those employed received a fair wage? There is no question that the world's discouragement

ment and distress would be greatly lessened. We are beginning to realize that there is no more excuse for this type of slavery, which affects all, than there was for religious or physical slavery. The way is beginning to appear, and universal interest, and aid in finding and following this way that will greatly benefit every one in the world eventually, is requisite.

Chicago, Ill. BURKE C. MORRISSEY.

The Modern "Whisky Rebellion"

TO THE CHRISTIAN SCIENCE MONITOR: In these days when there are so many questions about states' rights, personal liberty and federal enforcement being raised by the liquor interests trying to make a case against prohibition, it is refreshing and enlightening to read the article in the Monitor of June 11 headed "Wet Revolt Is Based on Theory Exploded in Washington."

I believe the information is particularly illuminating, since the whiskey insurrection of 1794 came at a time when there could be no doubt as to what the writers of the Constitution of the United States really intended.

The attitude on the part of the insurrectionists then was quite comparable to the attitude of many objectors to the law today.

Those who advocate repeal, modification or nullification of the Volstead Law should read the article for enlightenment, the wavering drys should read it for encouragement, and the real drys should read it for satisfaction.

Quincy, Mass. I. D. STANLEY.

A Stand for Right Advertising

TO THE CHRISTIAN SCIENCE MONITOR: I am so grateful for the Monitor. It is impossible to estimate the good it is doing, but I would like to tell you of the part it has played in stopping the pictures of girls on the billboards in our city.

In reading the Monitor from day to day, I noticed how different places all over the United States were taking their stand against this kind of advertising. I therefore wrote a letter to our local paper. This letter was composed of facts I had gleaned from the Monitor.

I then took the letter before the Eugene Federation of Women's Clubs, and its members were unanimous in their support of the movement.

The next Monday evening I appeared before our city council, read the letter to them and voiced our protest. The matter was referred to the judiciary commission, who took an immediate and positive stand, and by Wednesday of that same week all the billboards in our city with girls' faces appearing on them had been covered over.

Eugene, Ore. (Mrs.) JUNE WILMER LAMB.